

# 2010 Minneapolis Bicyclist and Pedestrian Count Report

Augmented with Transit and Motor Vehicle Counts



City of Minneapolis Public Works Department

April 1, 2011

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### Acknowledgements

In 2010, the Public Works Department recruited 80 volunteers to count 72 locations across the City. Counts were conducted in 2-hr shifts for a total of 160 hrs. Additionally, Transit for Livable Communities recruited 50 volunteers to assist with its counts. Without the enthusiastic work of these volunteers, this report would not be possible. Public Works staff would also like to thank Michael Mechtenberg and Chris Ryan for providing data from Metro Transit.

### For information requests or questions about this report, please contact:

Shaun Murphy ([shaun.murphy@ci.minneapolis.mn.us](mailto:shaun.murphy@ci.minneapolis.mn.us) / 612-333-2450) or Simon Blenski ([simon.blenski@ci.minneapolis.mn.us](mailto:simon.blenski@ci.minneapolis.mn.us))

### Image credits:

Pedestrian & Bicycle Information Center (p. 6)  
Simon Blenski and Shaun Murphy (all others)

# Highlights of the 2010 Minneapolis Bicyclist and Pedestrian Count Report

In September of 2007-2010 bicyclist and pedestrian counts were conducted by Minneapolis Public Works in partnership with Transit for Livable Communities. The counts revealed the following major findings:

## Between 2007 and 2010:

- The number of bicyclists increased by 27%.
- The number of pedestrians increased by 18%.

## Between 2009 and 2010:

- The number of bicyclists decreased by 4%.
- The number of pedestrians increased by 11%.

## Top Bicycling Locations:

1. SE Washington Ave Bridge (6,850)
2. SE 15th Ave north of SE 5th St (3,570)
3. Midtown Greenway west of S Blaisdell Ave (3,490)
4. SE Washington Ave west of SE Union St (3,450)
5. SE 15th Ave north of SE University Ave (3,020)

## Top Walking Locations:

1. SE Washington Ave west of SE Union St (19,990)
2. Nicollet Mall north of S 7th St (17,890)
3. SE Washington Ave Bridge (14,220)
4. SE Washington Ave west of SE Oak St (9,720)
5. Nicollet Mall north of S 12th St (9,700)

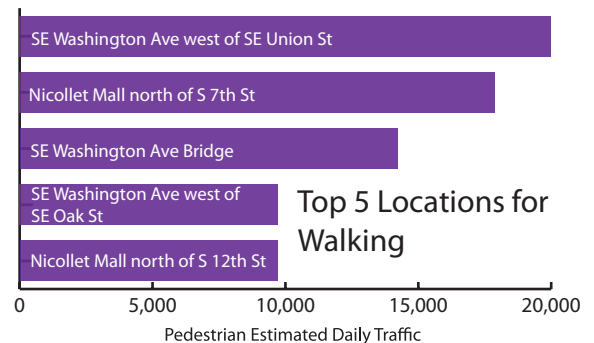
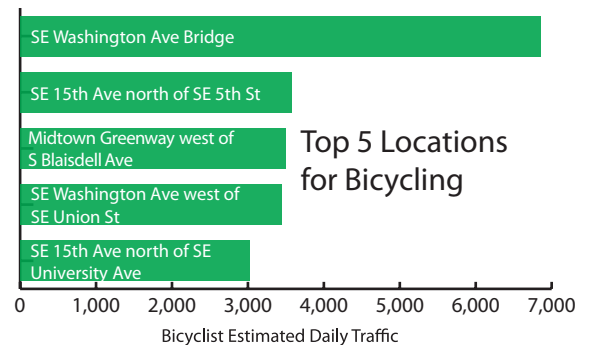
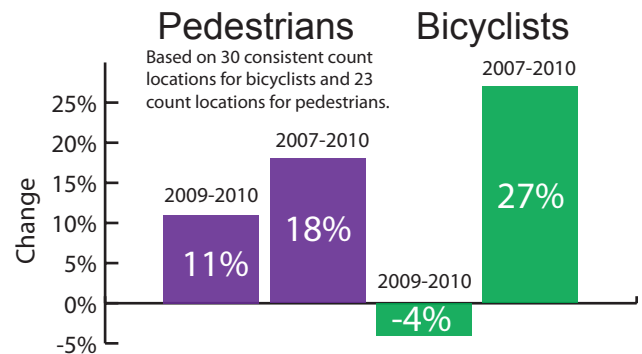
## Top Mode Shares

Counts were augmented with motor vehicle occupants and transit loads to obtain mode shares for select locations. The top locations for each mode are:

- Bicyclists: SE 15th Ave north of SE 5th St (12.3%)
- Pedestrians: Nicollet Mall north of S 7th St (64.9%)
- Transit: S 5th St west of S 2nd Ave (69.7%)
- Motor Vehicle (Low): S 5th St west of S 2nd Ave (12.0%)
- Other: S Bryant Ave north of W 40th St (0.4%)

## Bicycle Riding on Sidewalks and Paths

Data was also collected for bicyclists riding on sidewalks or bicycle paths (as opposed to in the street). On average sidewalk/path riding is highest where a bicycle path is present (77%) and lowest where a cycle track is present (2%). When an on-street bicycle lane is present, approximately 19% of bicyclists are riding on the sidewalk. Where no bicycle facilities are present, data reveals a positive correlation between the percentage of bicyclist sidewalk riding and levels of motor vehicle traffic.



## Why are bicyclist and pedestrian counts conducted?

Counts are conducted to measure annual changes in bicycling and walking levels and to gain an understanding of non-motorized traffic in Minneapolis. Data collected during the counts is used in the following ways:

1. To understand the relative importance of various streets and trails for bicyclists and pedestrians.
2. To understand the extent to which bicyclists use streets versus sidewalks and bicycle paths.
3. To understand bicyclist and pedestrian traffic on various streets in comparison to motor vehicle occupants and transit riders (mode shares).
4. To measure the effects of improvements made to streets, with particular emphasis on projects funded through the Non-Motorized Transportation Pilot Program (NTP).
5. To determine if Minneapolis is meeting its target of increasing bicycling, as outlined by the City's sustainability indicators

Improved insight of Goals 1-3, and 5 can be gained in this report. Measurements of Goal 4 will come in future years as NTP projects are implemented. However, preliminary effects of selected new projects are presented with respect to the percentage of bicyclists riding on sidewalks.

### Resources

Bicycling in Minneapolis

[www.ci.minneapolis.mn.us/bicycles](http://www.ci.minneapolis.mn.us/bicycles)

Walking in Minneapolis

[www.ci.minneapolis.mn.us/pedestrian](http://www.ci.minneapolis.mn.us/pedestrian)

Minneapolis Sustainability Indicators

[www.ci.minneapolis.mn.us/sustainability](http://www.ci.minneapolis.mn.us/sustainability)

Non-Motorized Transportation Pilot Program (NTP)

[www.fhwa.dot.gov/environment/bikeped/ntpp.htm](http://www.fhwa.dot.gov/environment/bikeped/ntpp.htm)

Minneapolis NTP Projects

[www.ci.minneapolis.mn.us/bicycles/ntp.asp](http://www.ci.minneapolis.mn.us/bicycles/ntp.asp)

Transit for Livable Communities Counts

[www.bikewalktwincities.org/evaluation](http://www.bikewalktwincities.org/evaluation)



Pedestrians walk along Nicollet Mall in downtown Minneapolis.



## How are bicyclist and pedestrian counts conducted?

Most counts are conducted with human field observations where counters manually tabulate the number of bicyclists and pedestrians. At each location, an imaginary screen line is drawn across a street, including the sidewalks and/or bicycle paths. All bicyclists and pedestrians crossing that line are counted. Individuals using other means of non-motorized transportation (skateboard, roller-blades, etc.) are also counted and categorized. Standardized bicycle and pedestrian count forms can be found in the Appendix.

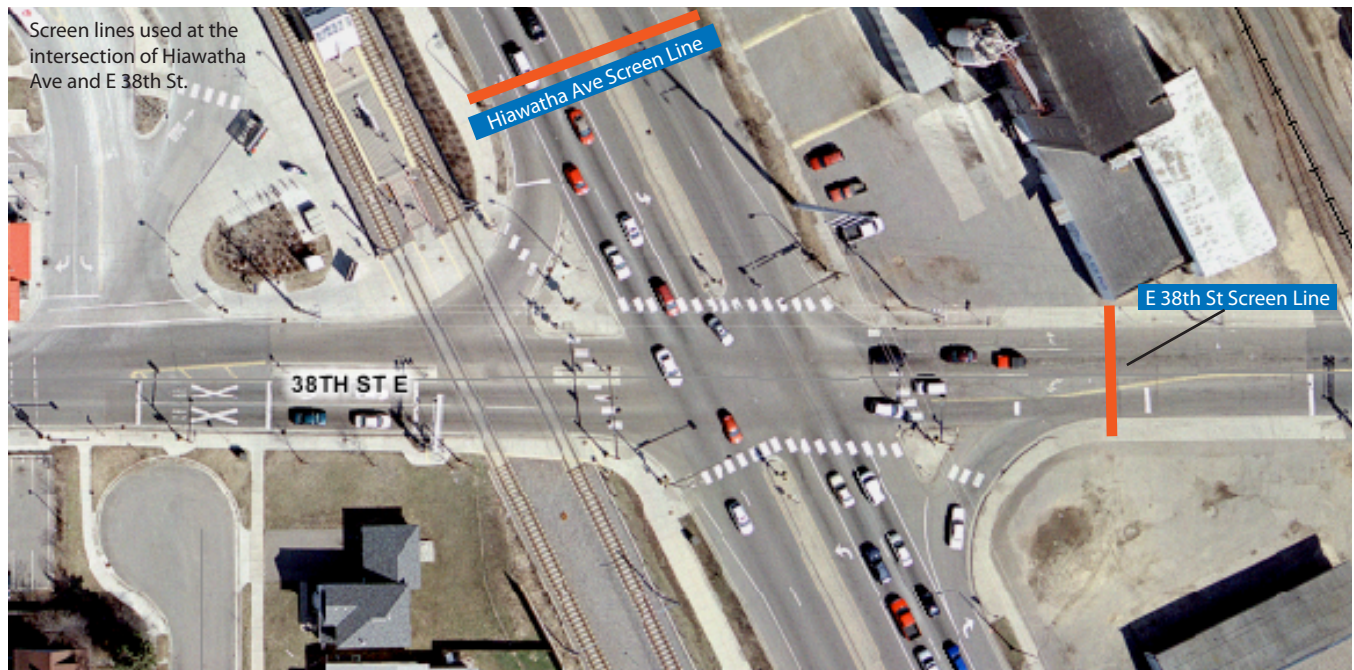
The counts focus on recording individuals, not conveyances. For example two individuals riding a tandem bicycle are counted as two bicyclists, rather than one bicycle. If someone crosses the line multiple times, he or she is counted each time.

Most counts are conducted on clear, warm weather days in September. A description of weather conditions of past counts is included in the Appendix. At most locations, 2 hours worth of data is collected in the afternoon peak period, between 4:00 and 6:00 pm on a Tuesday, Wednesday, or Thursday. Estimated Daily Totals (EDT's) are drawn by assuming that 20% of all daily bicycle traffic and 18% of all pedestrian traffic occurs from 4:00 to 6:00 pm. At some locations, data is also collected over 12-hrs from 6:30 am-6:30 pm. For these locations, it is assumed that 75% of all non-motorized traffic occurs between 6:30 am-6:30 pm. A full explanation of the estimation methodology is outlined in the Appendix.

At some locations on the Midtown Greenway, magnetic loop detectors are used to count bicycles, although definitive error rates have not yet been determined. Several technologies exist that aim to measure non-motorized traffic. The Public Works Department, Transit for Livable Communities, and University of Minnesota researchers have implemented several types of automatic counting devices at locations across Minneapolis and are seeking to determine their accuracy and effectiveness. However, at this time, human field observations conducted by volunteers are the most reliable and cost-effective manner in which to conduct non-motorized traffic counts.



A volunteer counts bicyclists on the Loring Bikeway



# How is data collected for motor vehicle occupants and transit loads?

## Motor Vehicle Occupants

Motor vehicle counts are collected from April to October by using pneumatic tubes stretched across a street connected to an automated counter. Two days of data is collected and then averaged to obtain an Average Daily Total (ADT). For the locations in this report, motor vehicle data was collected during 2007-2010. In some instances, motor vehicle counts were not available at the precise location indicated. However, if data within 1-3 blocks was available, it was used as a substitute when it could be assumed that motor vehicle volumes along a short stretch were not subject to drastic changes.

To calculate motor vehicle occupants for a location, the motor vehicle ADT is multiplied by 1.26. This was the average auto occupancy determined during a cordon count conducted in the downtown area in 2003. So, for a location with an ADT of 1,000, the number of motor vehicle occupants would be 1,260.



## Transit Loads

Additionally, transit counts were calculated by using Automatic Passenger Counters (APCs) installed on most Metro Transit buses. These devices detect boardings and alightings by stop, with the cumulative difference being the load. APC's are not yet installed on light rail vehicles, so manual counts at light rail stations are routinely conducted by Metro Transit staff. For the locations in this report, APC data was primarily collected during the fall of 2009 and 2010.

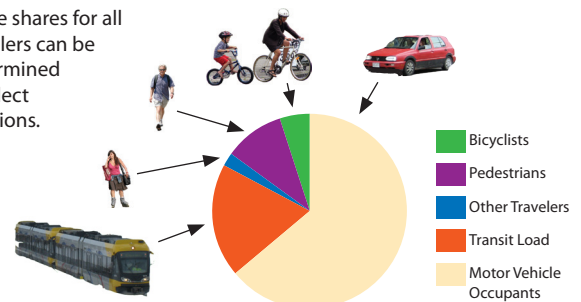
Counts were also collected from the University of Minnesota Parking and Transportation Services to include ridership on Campus Connector shuttles. The counts reflect average daily loads during the 2009-2010 school year. Transit loads for suburban transit providers such as Southwest Transit, Minnesota Valley Transit, and Plymouth Metrolink are not included in this data.



## Deriving Mode Shares

Data collected for motor vehicle occupants and transit loads, combined with bicyclists, pedestrians, and other users, allows for the derivation of mode shares for applicable facilities. A summary of mode share data can be found on page 12 of this report. A full list of data for locations in which data was available for all modes can be found in the Appendix.

Mode shares for all travelers can be determined at select locations.





## How are count locations selected?

Each year, bicyclist and pedestrian counts are conducted at a variety of locations including bicycle paths, pedestrian shortcuts, busy streets, local streets, downtown streets, on bridges, in neighborhoods, in parks, near schools, college campuses, transit stations and along commercial corridors. The selected locations attempt to capture a variety of riding and walking environments that attract an array of recreational and utilitarian users. In addition, counts are often conducted near new or future bicycle and pedestrian projects as a way to measure the impact of new facilities on non-motorized traffic.

To provide a consistent measure for determining annual changes in bicycling and walking levels in Minneapolis, The Public Works Department has selected 30 bicycling locations and 23 walking locations to count on annually. Due to limited resources, it is not possible for every street or path to be counted annually. However, each year Public Works attempts to include new locations and gain a more comprehensive understanding of non-motorized traffic in Minneapolis. From 2007 to 2010 Public Works and TLC conducted counts at a total of 293 Minneapolis locations, many of which have been counted multiple times.



## Monitoring long-term trends

The annual counts conducted from 2007 to 2010 indicate that non-motorized traffic, especially bicycling, is increasing in Minneapolis. U.S. Census commuting data provides long-term evidence of this increase. The table below shows the percentage of Minneapolis workers commuting by each mode over the past 20 years. In recent years, bicycling has increased while walking has remained stable. Commuting data for 2010 was not available at the time this report was written.

Transportation Mode	1990	2000	2005	2006	2007	2008	2009
Bicycle	1.6%	1.9%	2.4%	2.5%	3.8%	4.3%	3.9%
Walked	7.8%	6.6%	5.8%	7.1%	6.4%	6.1%	6.4%
Public transportation	15.8%	14.4%	12.5%	13.2%	13.4%	14.4%	13.1%
Carpooled	10.5%	11.3%	12.8%	9.3%	10.0%	7.0%	8.8%
Taxicab, motorcycle, other	0.9%	0.8%	1.1%	0.9%	0.5%	0.5%	1.1%
Worked at Home	3.1%	3.4%	2.9%	4.5%	4.8%	5.1%	4.5%
Drove Alone	60.3%	61.6%	62.4%	62.6%	61.1%	62.7%	62.2%

Commuting data for Minneapolis workers: 1990-2009.

Source: U.S. Decennial Census (1990 & 2000), American Community Survey (2005-2009)

## Change in Bicyclist Traffic: 2007-2010

Between 2007-2010 Public Works and Transit for Livable Communities have consistently counted 30 locations that represent an array of bicycling environments. Minneapolis saw a sharp increase in bicycling between 2007-2008. Bicycling decreased slightly between 2008-2009 and decreased again between 2009-2010. Between 2007-2010, bicycling increased 27% in Minneapolis.

Location	2007 Bicyclists	2008 Bicyclists	2009 Bicyclists	2010 Bicyclists	% Change, 2009-2010	% Change, 2007-2010
Bridge #9 over Mississippi River	130	440	590	370	-37%	185%
NE Central Ave north of NE Lowry Ave	*110	280	330	270	-18%	145%
Riverside Ave over I-94	210	390	340	450	32%	114%
Loring Bikeway Bridge over S Lyndale Ave	*310	500	650	600	-8%	94%
Hiawatha LRT Trail east of S 11th Ave	*800	2,110	*1,360	1,540	13%	93%
Riverside Ave east of S Cedar Ave	*540	*640	*810	880	9%	63%
E Franklin Ave Bridge over Mississippi River	1,050	1,440	1,580	1,570	-1%	50%
E 42nd St east of Minnehaha Ave	70	180	140	100	-29%	43%
Midtown Greenway west of Hennepin Ave	2,110	2,860	2,820	2,970	5%	41%
S Cedar Ave south of Riverside Ave	*280	*330	*300	390	30%	39%
E Lake St Bridge over Mississippi River	1,140	1,450	1,560	1,560	0%	37%
Midtown Greenway east of S Cedar Ave	1,880	2,860	2,650	2,570	-3%	37%
Cedar Lake Trail east of N Royalston Ave	510	1,170	770	690	-10%	35%
Stone Arch Bridge over Mississippi River	*940	*1,360	*1,300	*1,250	-4%	33%
Glenwood Ave west of N Royalston Ave	*200	210	200	260	30%	30%
Midtown Greenway west of West River Pkwy	760	1,100	870	970	11%	28%
S Lyndale Ave north of Loring Bikeway Bridge**	*910	1,170	1,300	1,150	-12%	26%
Hennepin Ave Bridge over Mississippi River	*1,200	*1,640	*1,320	*1,380	5%	15%
S 3rd Ave Bridge over Mississippi River	*490	*580	*510	*550	8%	12%
N 7th St over I-94	90	120	70	100	43%	11%
Hennepin Ave north of W 28th St	360	520	350	390	11%	8%
S Lyndale Ave north of W Franklin Ave	570	710	600	610	2%	7%
SE 10th Ave Bridge over Mississippi River	990	1,160	1,120	1,050	-6%	6%
N Plymouth Ave Bridge over Mississippi River	290	350	380	300	-21%	3%
N 1st St west of S 3rd Ave	*280	*230	*290	*270	-7%	-4%
S 20th Ave over I-94	1,000	1,110	1,070	900	-16%	-10%
SE 15th Ave north of SE University Ave	2,570	2,990	3,170	2,930	-8%	-17%
S Washington Ave over I-35W	*760	890	660	590	-11%	-22%
N 2nd St south of N Plymouth Ave	230	330	300	180	-40%	-25%
Cedar Lake Trail west of Kennilworth Trail	1,010	1,220	1,440	740	-49%	-27%
<b>Total</b>	<b>***21,790</b>	<b>30,340</b>	<b>28,850</b>	<b>27,580</b>	<b>-4%</b>	<b>27%</b>

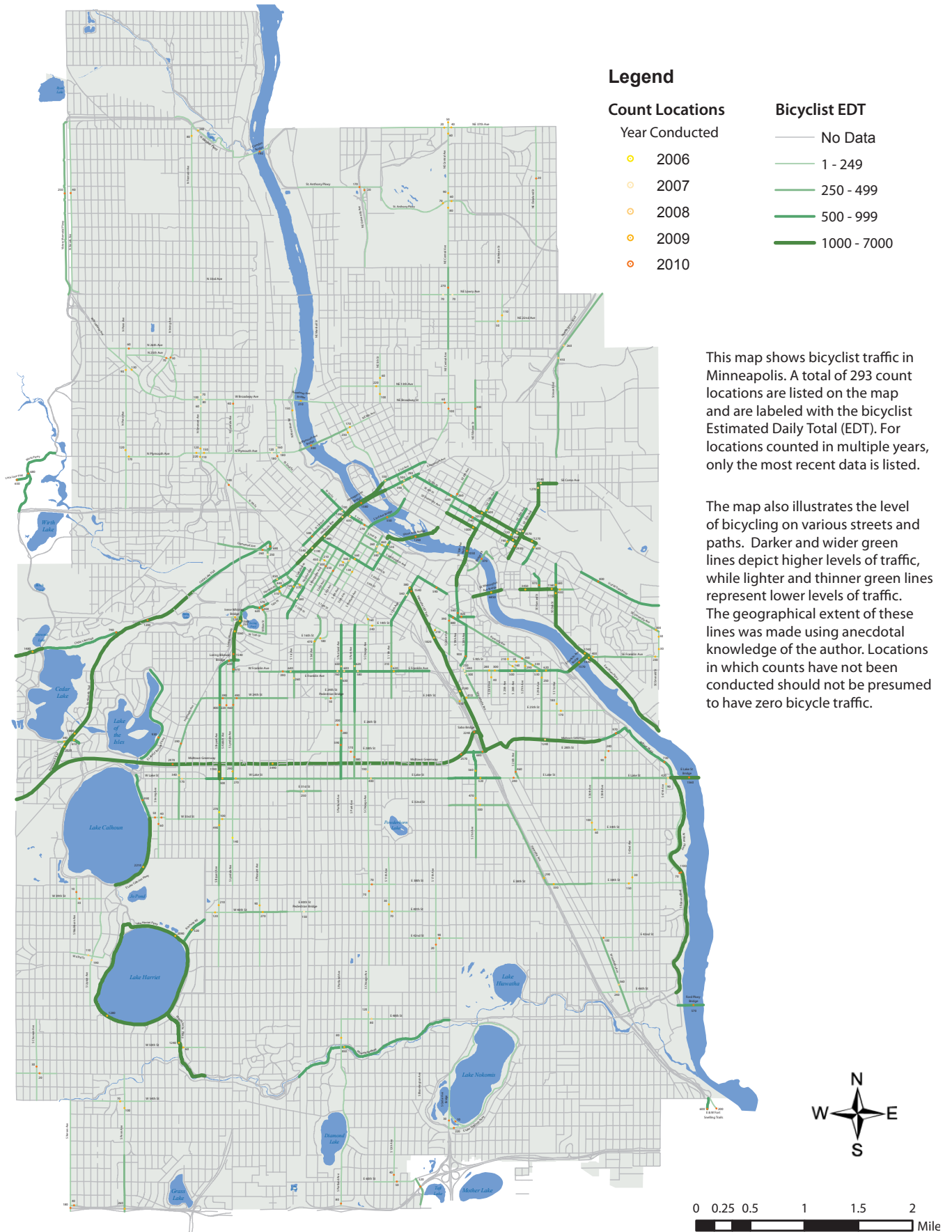
\*Daily estimate based on 12-hr counts (6:30 am - 6:30 pm), Midtown Greenway count locations based on 24-hr automated counts, all other daily estimates based on 2-hr counts (4:00 - 6:00 pm).

\*\*In 2010, a count was not conducted at this location. An estimate was calculated based on past year's data. Bicycle traffic is assumed to total 95% of the traffic at the nearby locations of S Lyndale Ave north of Loring Bikeway Bridge and S Lyndale north of Franklin.

\*\*\*In 2007, counts at some locations were conducted as intersection counts rather than screen line counts. The 2007 count total has been adjusted to account for the conversion from intersection to screen line counts. This total differs from the 2007 total listed in past years' count reports.



# Minneapolis Bicyclist Traffic Estimated Daily Total (EDT)



## Change in Pedestrian Traffic: 2007-2010

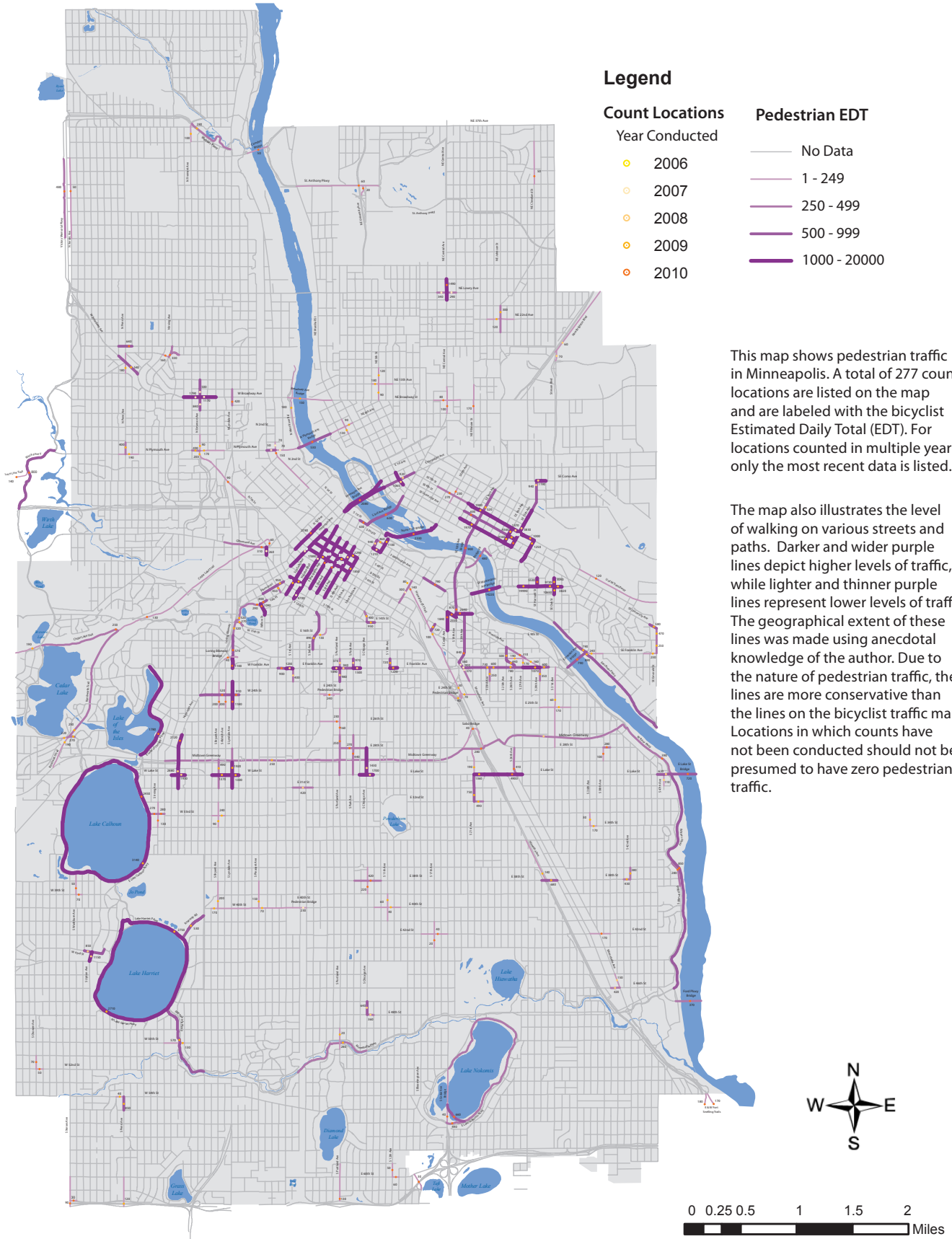
Between 2007-2010 Public Works and Transit for Livable Communities have consistently counted 23 locations that represent an array of walking environments. Minneapolis saw a slight increase in walking between 2007-2008. Walking decreased slightly between 2008-2009, but increased between 2009-2010. Between 2007-2010, walking increased 18% in Minneapolis.

Location	2007 Pedestrians	2008 Pedestrians	2009 Pedestrians	2010 Pedestrians	% Change, 2009-2010	% Change, 2007-2010
Cedar Lake Trail east of N Royalston Ave	20	60	50	60	20%	200%
Cedar Lake Trail west of Kennilworth Trail	90	260	310	250	-19%	178%
Riverside Ave over I-94	140	320	320	310	-3%	121%
Riverside Ave east of S Cedar Ave	*1,320	*1,220	*1,550	2,550	65%	93%
Bridge #9 over Mississippi River	250	310	400	480	20%	92%
NE Central Ave north of NE Lowry Ave	*780	1,450	1,320	1,490	13%	91%
N 1st St west of S 3rd Ave	*410	*460	*540	*630	17%	54%
S Cedar Ave south of Riverside Ave	*1,300	*1,120	*1,270	1,840	45%	42%
Loring Bikeway Bridge over S Lyndale Ave	*30	30	40	40	0%	33%
Hennepin Ave Bridge over Mississippi River	*1,560	*1,770	*2,040	*2,080	2%	33%
E Franklin Ave Bridge over Mississippi River	620	790	770	790	3%	27%
Hiawatha LRT Trail east of S 11th Ave	*110	70	*100	140	40%	27%
Stone Arch Bridge over Mississippi River	*2,120	*3,330	*2,690	*2,330	-13%	10%
S Lyndale Ave north of Loring Bikeway Bridge**	*520	610	550	570	4%	10%
E Lake St Bridge over Mississippi River	660	780	410	720	76%	9%
S 20th Ave over I-94	830	900	1,010	840	-17%	1%
Glenwood Ave west of N Royalston Ave	*320	420	320	310	-3%	-3%
SE 10th Ave Bridge over Mississippi River	940	860	940	900	-4%	-4%
Hennepin Ave north of W 28th St	2,270	1,650	1,540	2,120	38%	-7%
S 3rd Ave Bridge over Mississippi River	*690	*820	*830	*630	-24%	-9%
S Washington Ave over I-35W	*1,030	1,150	760	790	4%	-23%
N Plymouth Ave Bridge over Mississippi River	720	490	580	530	-9%	-26%
N 7th St over I-94	160	80	150	90	-40%	-44%
<b>Total</b>	<b>16,110</b>	<b>17,500</b>	<b>17,170</b>	<b>19,000</b>	<b>11%</b>	<b>18%</b>

\*Daily estimate based on 12-hr counts (6:30 am - 6:30 pm), all other daily estimates based on 2-hr counts (4:00 - 6:00 pm).

\*\*In 2010, a count was not conducted at this location. An estimate was calculated based on past year's data. Bicycle traffic is assumed to total 50% of the traffic at the nearby locations of S Lyndale Ave north of Loring Bikeway Bridge and S Lyndale north of Franklin.

# Minneapolis Pedestrian Traffic Estimated Daily Total (EDT)



# Traffic Share for All Transportation Modes

Bicyclist and pedestrian counts were augmented with motor vehicle occupants and transit loads to obtain mode shares for select locations. The top locations for each mode share are:

## Top 5 Bicyclist Mode Share Locations

1. SE 15th Ave north of SE 5th St (12.3%)
2. E Franklin Ave Bridge over the Mississippi River (12.0%)
3. SE 15th Ave north of SE University Ave (9.8%)
4. SE Washington Ave Bridge (9.6%)
5. S Bryant Ave south of W 33rd (7.9%)

## Top 5 Pedestrian Mode Share Locations

1. Nicollet Mall north of S 7th St (64.9%)
2. Nicollet Mall north of S 12th St (48.0%)
3. S 6th St east of Nicollet Mall (35.4%)
4. S 2nd Ave north of S 7th St (30.9%)
5. SE Washington Ave west of SE Union St (28.9%)

## Top 5 Other Mode Share Locations

1. S Bryant Ave north of W 40th St (0.4%)
2. E Franklin Ave Bridge over the Mississippi River (0.3%)
3. S Washington Ave over I-35W (0.3%)
4. E 25th St east of S 31st Ave (0.3%)
5. NE Central Ave north of NE Lowry Ave (0.3%)

## Top 5 Transit Load Mode Share Locations

1. S 5th St west of S 2nd Ave (69.7%)
2. Nicollet Mall north of S 12th St (49.1%)
3. SE Oak St north of SE Washington Ave (48.9%)
4. S 1st St west of S 3rd Ave (43.7%)
5. SE Washington Ave west of SE Oak St (41.8%)

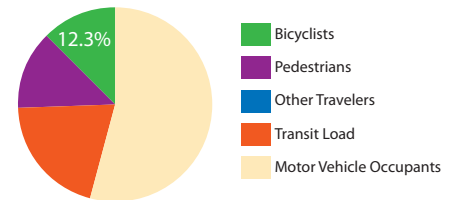
## Lowest 5 Motor Vehicle Mode Share Locations

1. S 5th St west of S 2nd Ave (12.0%)
2. SE Washington Ave west of SE Union St (34.2%)
3. SE Washington Ave west of SE Oak St (35.5%)
4. SE Oak St north of SE Washington Ave (37.2%)
5. SE Washington Ave Bridge over the Mississippi River (37.6%)

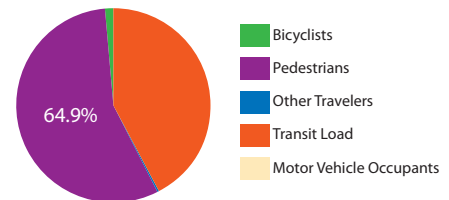
SE Washington Ave Bridge over the Mississippi River carries an estimated 71,400 travelers; the highest number of all the selected count locations.

The map on the following page shows the mode shares at select locations. Each pie chart represents the mode split at the location where data for all modes is available. For comparison, a location along the Midtown Greenway and a location along the U of M Transitway are displayed on the map.

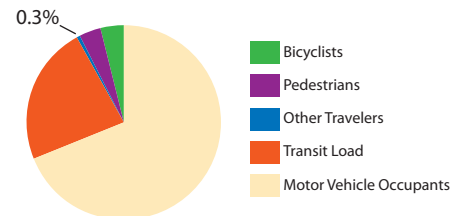
Mode Split on SE 15th Ave north of SE 5th St  
(Top Bicyclist Mode Share)



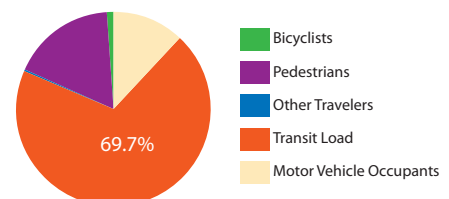
Mode Split at Nicollet Mall north of S 7th St  
(Top Pedestrian Mode Share)



Mode Split at S Bryant Ave north of W 40th St  
(Top 'Other' Mode Share)

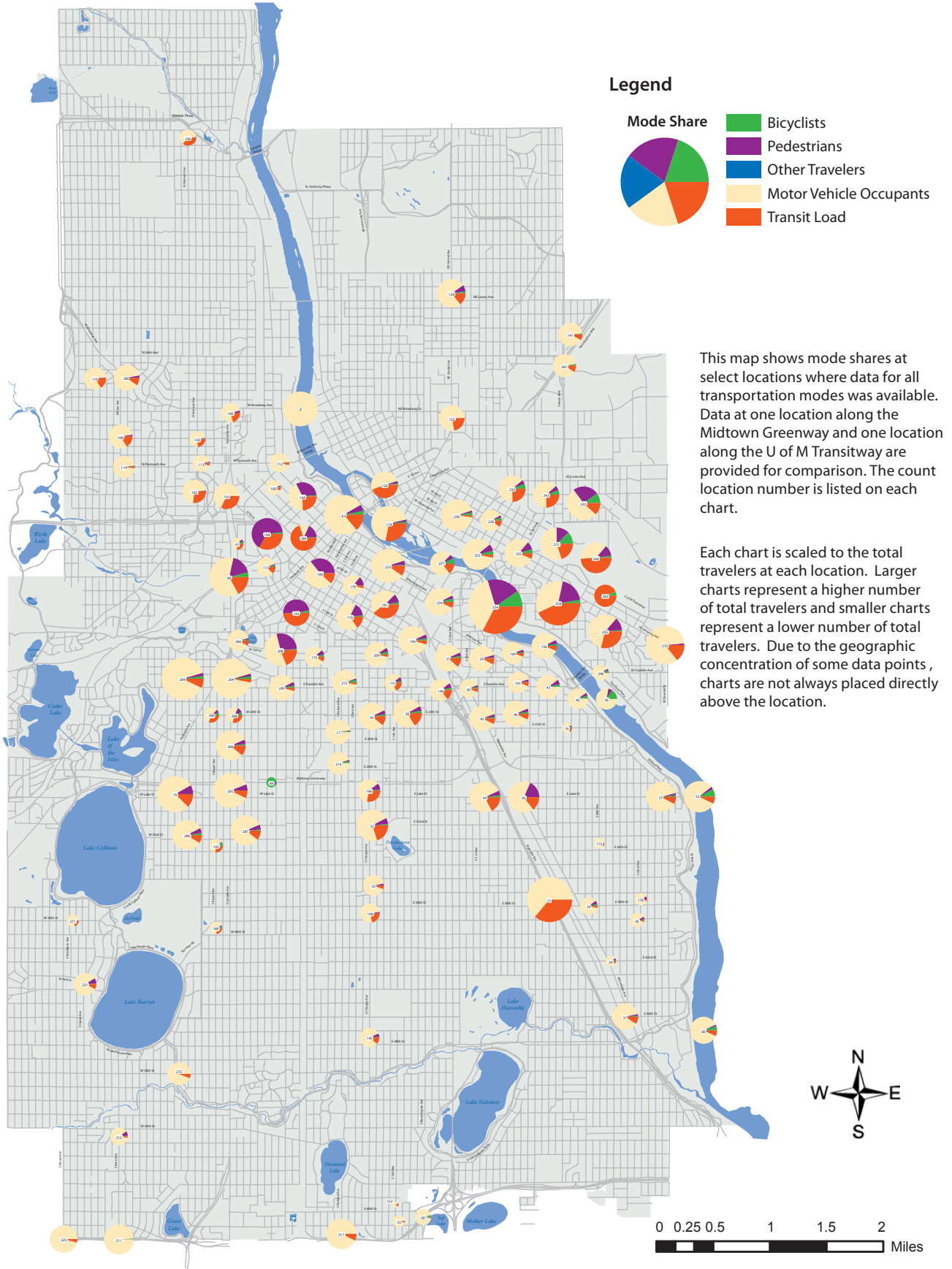


Mode Split at S 5th St west of S 2nd Ave  
(Top Transit Load Mode Share)





# Traffic Shares for All Transportation Modes



## Bicycle Riding on Sidewalks

In addition to recording the number of bicyclists at each location, data on sidewalk and bicycle path riding is also collected during the counts. Data collected between 2008 and 2010 reveals a high correlation between the presence of a bicycle facility, the type of facility, the level of motor vehicle traffic and the percentage of bicyclists riding on sidewalks or bicycle paths. Highlights include:

- Sidewalk or bicycle path riding is highest at locations where adjacent off-street bicycle paths are provided (77%).
- Comparably, sidewalk riding is relatively low where on-street bicycle lanes (19%) or on-street shared lanes, or “sharrows” are provided (5%).
- After a bicycle lane was added to the Franklin Ave Bridge in 2010, sidewalk riding decreased from 63% to 36%.
- Data collected along the along N 1st Ave cycle track had a very low sidewalk riding percentage (2%).
- In the absence of a bicycle facility, sidewalk riding is higher on streets with high motor vehicle volumes (42%) and lower on streets with low traffic volumes (20%).

The summary table on the following page shows that the sidewalk riding percentage has been relatively consistent from 2008-2010. This consistency may indicate that a bicyclist’s riding decisions and travel behavior are likely influenced by the facility that he or she is riding on.



Streets with lower motor vehicle levels tend to have a lower percentage of bicyclists riding on the sidewalk.




Approximately 19% of bicyclists ride on the sidewalk at locations where a bicycle lane is present.

State law prohibits bicyclists from riding on sidewalks in business districts unless posted otherwise. Business districts are generally defined as a block where more than 50% of the buildings are used for business. Bicyclists riding on sidewalks may create an unsafe environment for pedestrians, especially in high volume pedestrian areas. In other locations, it is legal for a bicyclist to ride on the sidewalk unless it has been posted otherwise.<sup>1</sup> Minnesota does not have a mandatory side path law. Therefore, it is legal to ride on the street where an adjacent bike path is provided.

A map of the facilities present during the 2010 counts can be found in the Appendix. Note that the map may not reflect the facilities present or not present for counts conducted prior to 2010. For example, counts on Hennepin Avenue in downtown were conducted with bicycle lanes present. However, in 2010 a enhanced green shared lane marking was present.

<sup>1</sup> City of Minneapolis Municipal Code 490.140

## Sidewalk Riding Percentage by Facility Type

Bicycle Facility	2008	2009	2010	Mean	Description	Example
Off Street Bicycle path	77%	79%	73%	77%	A paved or natural surface facility designed exclusively to carry bicyclists and pedestrians. Design includes facilities 8 ft or wider in length, with some locations narrower due to physical constraints.	 Calhoun Parkway
	n = 7	n = 13	n = 20	n = 40		
Combined/ Multiple	55%	45%	36%	38%	Counts were conducted at some locations which transition from one type of facility to another or included multiple facilities (i.e. an Off-street Bicycle Path and an On-Street Bicycle Lane).	 Franklin Ave Bridge
	n = 2	n = 2	n = 1	n = 5		
On-Street Bicycle Lane	18%	18%	21%	19%	An area on the street surface with pavement markings to delineate use for bicycling. Design includes only facilities 4 ft or wider in length, with some exceptions narrower due to physical constraints.	 S Park Ave
	n = 7	n = 13	n = 20	n = 40		
On-Street Shared Lane or Sharrow	n/a	5%	n/a	5%	An area on the street surface with pavement markings indicating a shared space with bicycles and other transportation modes. Design includes a bicycle symbol with a double chevron.	 S Bryant Ave
	n = 0	n = 3	n = 0	n = 3		
Cycle track	n/a	n/a	2%	2%	An on-street bicycle lane separated from moving traffic by on-street parking and/or additional physical buffer.	 N 1st Ave
	n = 0	n = 0	n = 1	n = 1		
No Bicycle Facility Present: High Motor Vehicle Traffic	39%	45%	41%	42%	Roadway with greater than 15,000 motor vehicles per day.	 N Lyndale Ave
	n = 10	n = 12	n = 8	n = 30		
No Bicycle Facility Present: Moderate Motor Vehicle Traffic	33%	32%	33%	33%	Roadway with 5,000 to 14,999 motor vehicles per day.	 N Penn Ave
	n = 16	n = 39	n = 17	n = 62		
No Bicycle Facility Present: Low Motor Vehicle Traffic	28%	25%	8%	20%	Roadway with less than 5,000 motor vehicles per day.	 S Bryant Ave
	n = 9	n = 33	n = 24	n = 66		



# Appendix

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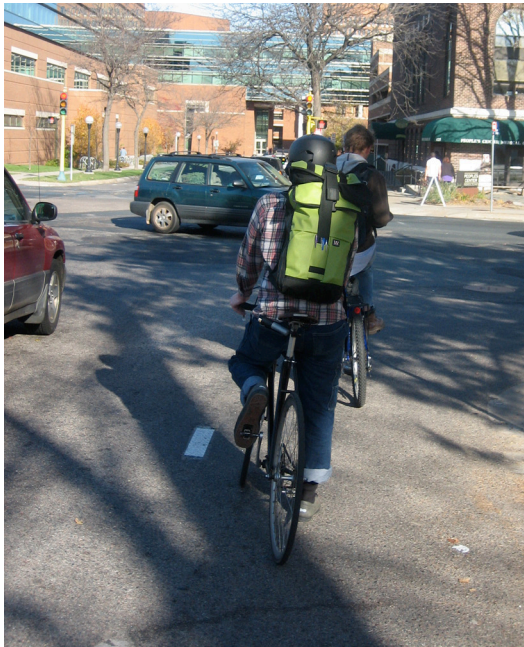
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# 2010 Public Works Count Form

## PUBLIC WORKS BICYCLIST/PEDESTRIAN COUNT FORM, SEPTEMBER 2010

Name: \_\_\_\_\_ Date: \_\_\_\_\_

**Screen Line** (*Don't know what a screen line is? See attached map for a visual.*): **Camden Bridge over the Miss. R**

**Instructions** (Questions? Call Shaun Murphy at 612.275.5128):

- Use tally marks in groups of five to indicate each bicyclist or pedestrian (4 = |||| , 5 = |||||).
- Count all of the cyclists and pedestrians crossing your screen line (both sides of street including sidewalks and/or paths, in both directions, and repeat trips if noticeable). *Don't know what your screen line is? See the attached map.*

If you were late to your assignment, please note the precise time you began counting here: \_\_\_\_\_

Half Hour Time Periods	Bicyclists*		Pedestrians	
	Riding on the Street*	Riding on the Sidewalks and/or Side Path*	Walking with feet touching the ground	Other**
: - :				
: - :				
: - :				
: - :				
<b>Total</b>				

\*Count the number of people bicycling, rather than the number of bicycles (Tandem=2 bicyclists, Burley w/ 2 children=3). Those riding unicycles, tricycles, and electric-assist bicycles count as bicyclists. Someone walking w/ a bicycle is a pedestrian.  
 \*\*Other includes those using wheelchairs, electric scooters, children being carried or being pushed in strollers, skaters, bladers, boarders, skiers, segways, and kick scooters. Do not count motor scooters or golf carts.

# 2010 Transit for Livable Communities Count Form



## Bike Walk Twin Cities BICYCLIST/PEDESTRIAN COUNT FORM FALL 2010

Name: \_\_\_\_\_ Location: \_\_\_\_\_ Site # \_\_\_\_\_

Date: \_\_\_\_\_ Time Start: \_\_\_\_\_ Finish: \_\_\_\_\_

Time (period)	Bicyclists		Child	NR	Sidewalk Riding	Pedestrians		Child	Asst
	Male	Female				Male	Female		
4:00 - 4:15 (1)									
4:15 - 4:30 (2)									
4:30 - 4:45 (3)									
4:45 - 5:00 (4)									
5:00 - 5:15 (5)									
5:15 - 5:30 (6)									
5:30 - 5:45 (7)									
5:45 - 6:00 (8)									

**See Additional Instructions on Back of count sheet.**

Comments/observations: Describe any factors that may have affected your count (rain, vehicle crash at site, road construction, snow or ice on travel way etc.)

# 2010 Transit for Livable Communities Count Form

## Counter Instructions

Plan to arrive at your count location at least **10 minutes in advance** to get organized (park, lock bike, survey the situation). The count map identifies the screen line location and suggested observation location. Counters may wish to choose a different point of observation due to the weather and light conditions, but try to avoid this unless absolutely necessary. It is acceptable to use a different point of observation **provided the screen line is the same**. Be sure to make a note if the point of observation is changed.

### Arriving at the count location

- Begin count at exactly 4:00 PM and note the time on the count sheet.
- Make a note of weather conditions including temperature, if known
- Additionally note any conditions on the sidewalk or roadway that may impact travel including:
  - Pot holes and general disrepair
  - Snow or ice in the travel way
  - Barriers or obstructions (i.e. temp construction, illegally parked car)

### Conducting the count

Use the count sheet to record every pedestrian and bicyclist **each time they cross the screen line**

Record a mark for each individual bicyclist-male/female or pedestrian-male/female in the appropriate column.

*What if gender is not clear?* - There is always the possibility that a person's gender will be unclear from simple observation, if unsure use male as a default and make a note of the number of uncertain gender occurrences in the notes at the bottom of the page.

Record **an additional mark** for other attributes (columns shaded in gray) as follows:

- **Child** - record additional mark for any individual appearing to be under 16 (use best judgment).
- **NR** - record a mark for each bicyclist that is riding a NiceRide Bike Share Bicycle
- **Sidewalk Riding** - At locations where applicable additional mark for cyclists riding on the sidewalk on either side of the street.
- **Asst** - Record additional mark for individuals using any sort of assistive device including but not limited to, walkers, canes, wheelchairs (automatic or manual) crutches, Segways, skateboards, in-line skates (all variations), strollers, and/or being carried by another pedestrian (such as a small child)

### Counting Bicycles

Emphasis is on each person on a bicycle not the number of actual bikes. Count each person crossing the screen line on a bicycle, this includes small children in seats, children in a trailer, individuals riding in addition to the cyclist.

### Counting Pedestrians

The counter should record every person each time the screen line is crossed as either a male or female pedestrian and record an additional mark for child or Asst or both when applicable.

### Space for additional Comments/Notes:



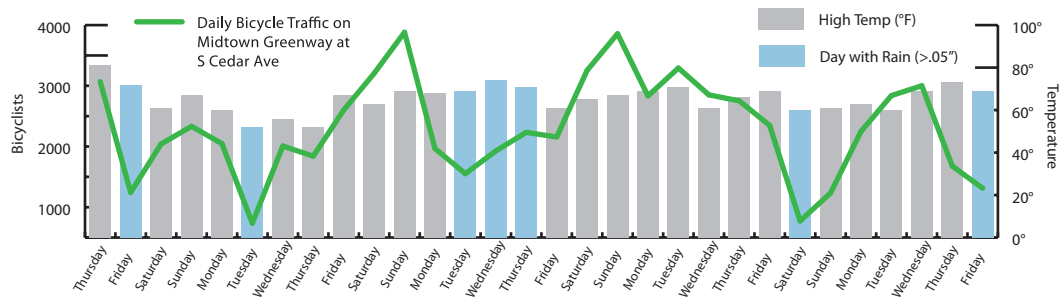
THANK YOU!

Please return completed count sheet to:

**Tony Hull**  
**Transit for Livable**  
**Communities**  
**Bike Walk Twin Cities**  
**626 Selby Ave**  
**St Paul, MN 55104**

## Weather Data

The effect of various weather conditions on bicycling and walking levels has not been determined for Minneapolis. However, the following graph, showing daily bicycling traffic on the Midtown Greenway and daily weather conditions during a 30-day sample, suggest the general effect of temperature and precipitation on bicycling levels.



The 2007-2010 count conditions can be found below:

2010 Counts						
Date	High (°F)	Low (°F)	Departure* (°F)	Precipitation	Avg. Wind (mph)	% of Annual Counts
8/25	73	58	-3	None	8	1%
9/14	68	53	-1	None	5	48%
9/16	56	50	-8	None	9	19%
9/21	77	53	+6	Trace (rain)	9	4%
9/22	65	48	-2	None	10	5%
9/28	66	54	+4	None	8	6%
9/29	74	52	+7	None	9	5%
9/30	72	49	+5	None	6	10%
10/7	74	46	7	None	3	2%
2009 Counts						
Date	High (°F)	Low (°F)	Departure* (°F)	Precipitation	Avg. Wind (mph)	% of Annual Counts
9/8	80	60	+6	None	9	5%
9/9	80	61	+8	Trace (rain)	6	12%
9/15	84	58	+10	None	3	44%
9/16	75	60	+7	None	6	12%
9/17	82	59	+11	None	3	16%
9/22	70	60	+6	Trace (rain)	3	5%
9/23	78	62	+12	Trace (rain)	4	2%
9/24	78	58	+10	Trace (rain)	3	4%
2008 Counts						
Date	High (°F)	Low (°F)	Departure* (°F)	Precipitation	Avg. Wind (mph)	% of Annual Counts
9/9	69	45	-6	None	5	53%
9/10	70	55	0	None	12	47%
2007 Counts						
Date	High (°F)	Low (°F)	Departure* (°F)	Precipitation	Avg. Wind (mph)	% of Annual Counts
9/11	61	46	-9	None	15	39%
9/12	67	41	-8	None	7	10%
9/19	70	55	+3	None	8	21%
9/26	68	45	0	0.28" (rain)	6	29%
9/27	72	52	+5	None	7	2%

\*Departure from the normal temperature (°F).

Source: Minnesota Climatology Working Group



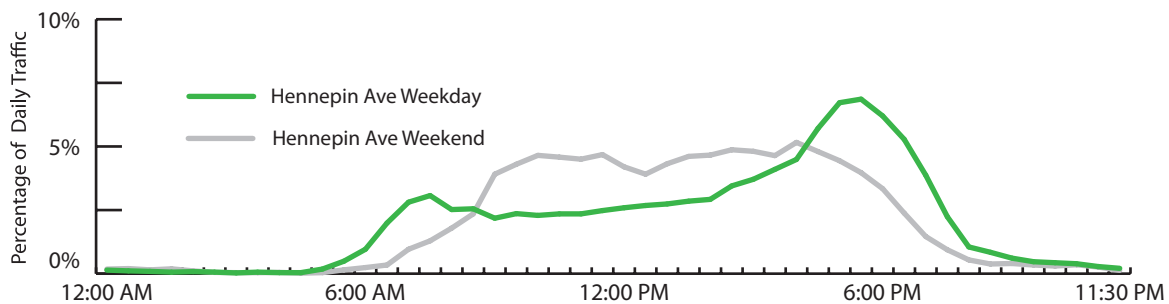
## The Need for Estimations

Bicycle and pedestrian counts require manual human counting. With the exception of the Midtown Greenway, manual counts are the most reliable and cost-effective manner in which to conduct non-motorized traffic counts. Due to the limited nature of human availability, particularly during the nighttime hours, collecting 24-hrs of data is not feasible on a widespread basis. For this reason, models are used to determine the Estimated Daily Total (EDT) for non-motorized traffic.

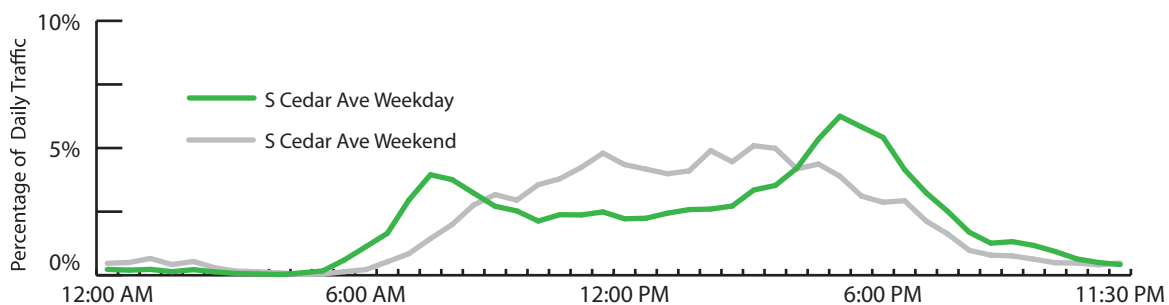
### Midtown Greenway 24-hr Automated Counts

24-hour count data is available for bicycling at three locations along the Midtown Greenway: Hennepin Avenue, Cedar Avenue, and at West River Parkway. An automatic counter at each location is connected to underground loop detectors in the bicycle lanes. Because the Midtown Greenway has higher rates of recreational riding than a typical street, these figures were not assumed to estimate 24-hour bicycling traffic on typical city streets, nor were they used to estimate 24-hour pedestrian traffic. Nonetheless, the data is interesting to examine.

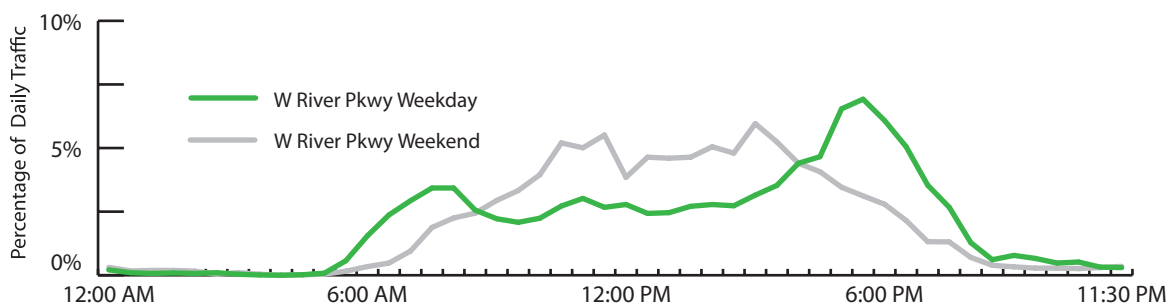
The graph below displays the temporal distribution of bicycle traffic on the Midtown Greenway at Hennepin Avenue. The green line represents average weekday traffic in September, 2010 and the grey line shows average weekend traffic.



And the same at S Cedar Ave:



And at W River Pkwy:



## Estimation Methodology

In order to estimate the complete 24-hour period, two assumptions are used:

1. 75% of bicycle and pedestrian traffic occurs between 6:30 am and 6:30 pm.
2. 20% of bicycle traffic and 18% of pedestrian traffic occurs between 4:00 pm and 6:00 pm.

### Assumption 1:

The 75% figure in the first assumption originates from Robert Seyfried<sup>1</sup>, Director of Transportation Safety at the Northwestern University Center for Public Safety, and is based upon motor vehicle traffic between 7:00 am and 7:00 pm. The applicability of this figure to bicycle and pedestrian counts is under continued investigation for two reasons:

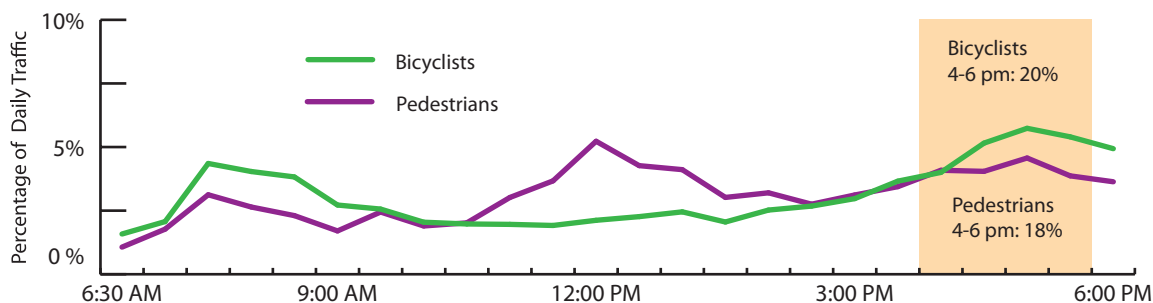
- The differences between motorized and non-motorized traffic patterns over the course of the day are unknown. Presumably they are minor but measurable. For example, it is possible that bicycle or pedestrian traffic during nighttime hours is lower than motor vehicle traffic because of concerns over safety and visibility.
- Because the 7:00 am to 7:00 pm period does not match the 6:30 am to 6:30 pm time frame, the assumption is inherently flawed. 6:30 am to 6:30 pm has been the traditional period to conduct manual counts in Minneapolis, since the downtown manual cordon count began in the 1960s. Traffic movements are greater between 6:30 pm and 7:00 pm when compared to 6:30 am and 7:00 am (see the Midtown Greenway graphs on the previous page for an example of this phenomenon). As a result, it is likely that the 75% figure from Robert Seyfried would be lower if it encompassed the morning half hour instead of the evening half hour.

### Assumption 2:

The 20% bicycle and 18% pedestrian figures originate from an analysis of the 46, 12-hr count locations .

The most common time period measured in non-motorized travel is 4:00 to 6:00 pm (commonly referred to as the peak travel period). Transit for Livable Communities began conducting peak travel period counts in Minneapolis in 2007, and the Public Works Department followed suit in 2008. The majority of the available bicycle and pedestrian counts in Minneapolis have been conducted from 4:00 to 6:00 pm.

The graph below illustrates the temporal distribution of bicyclist and pedestrian traffic over a 12-hr period. Using the assumption that 75% of non-motorized traffic occurs between 6:30 am and 6:30 pm, the percentage of 4:00 to 6:00 pm traffic can be calculated.



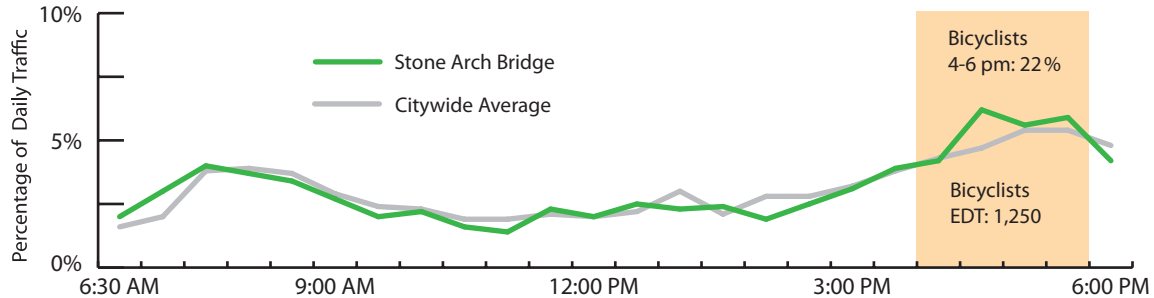
It is assumed that all locations follow these traffic patterns. However, the examples on the following pages highlight the general weakness of applying the 12-hr Citywide average model to all locations. The examples illustrate how a location and the surrounding land uses generate different travel patterns throughout the day.

<sup>1</sup> Seyfried, Robert. *The Fundamentals of Traffic Engineering*. University of California. 2007.

## Examples of Temporal Variation in Bicycle Traffic

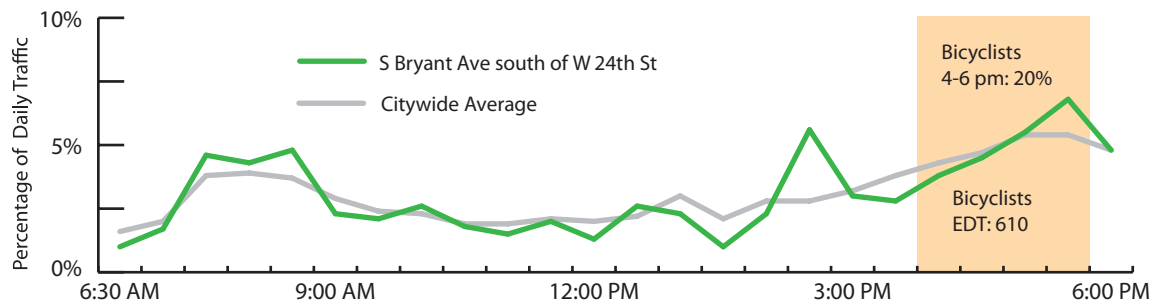
### Stone Arch Bridge over the Mississippi River (2010)

Bicycle traffic on the Stone Arch Bridge adheres closely to the 12-hr Citywide estimation model. The location has a morning peak period, a midday lull, and high afternoon peak period. The bridge serves as both a commuting route due to its access to downtown and recreational area along the Riverfront area.



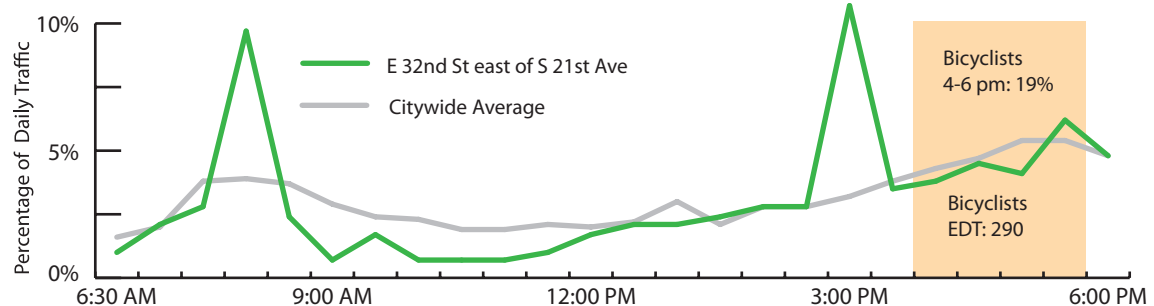
### S Bryant Ave south of W 24th St (2009)

Bicycle traffic on S Bryant Ave deviates slightly from the 12-hr Citywide estimation model. The location has a slightly higher percentage of traffic during the morning peak period and fluctuates throughout the day. However, the afternoon peak period aligns closely to the Citywide model. The street is representative of a neighborhood street, but also attracts commuters due to its access to the Midtown Greenway and Loring Bikeway Bridge.



### E 32nd St east of S 21st Ave (2009)

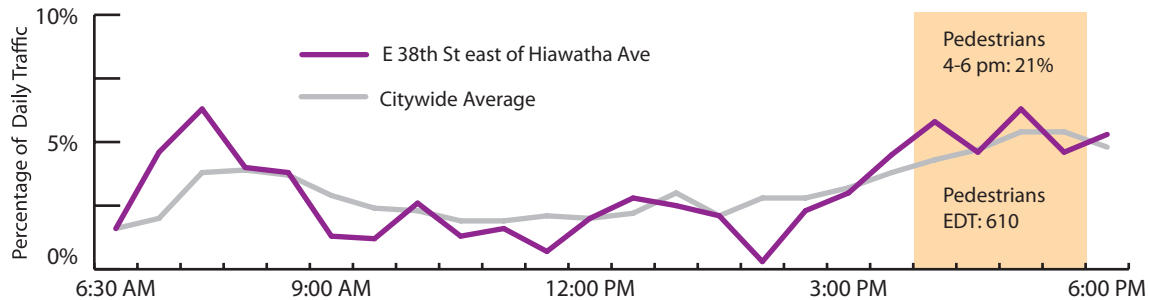
Bicycle traffic on E 32nd St adheres somewhat to the 12-hr Citywide estimation model, but deviates greatly during the morning afternoon peak periods. A high percentage of bicycle traffic occurs between 8:00-8:30 am and again between 3:00-3:30 pm. This is likely due to the presence of South High School and the traffic patterns generated by the arrival and departure of students.



## Examples of Temporal Variation in Pedestrian Traffic

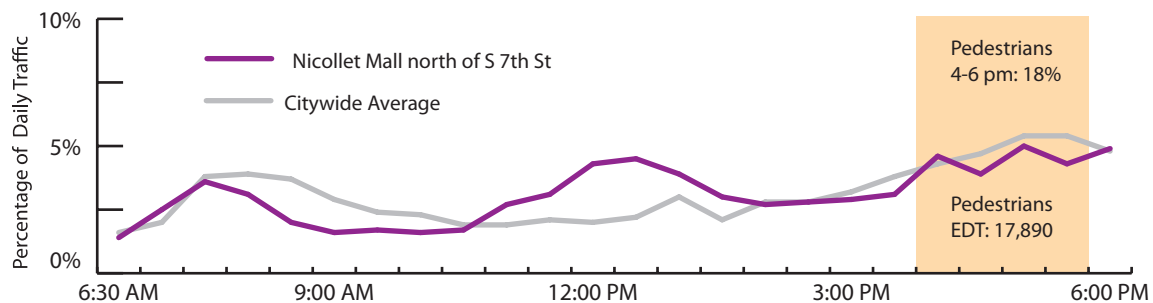
### E 38th St east of Hiawatha (2008)

Pedestrian traffic at E 38th St deviates slightly from the 12-hr Citywide estimation model. The location has a high morning peak period, fluctuates throughout the day, and has a high afternoon peak period. The presence of the 38th St LRT station likely generates high morning and afternoon peak traffic.



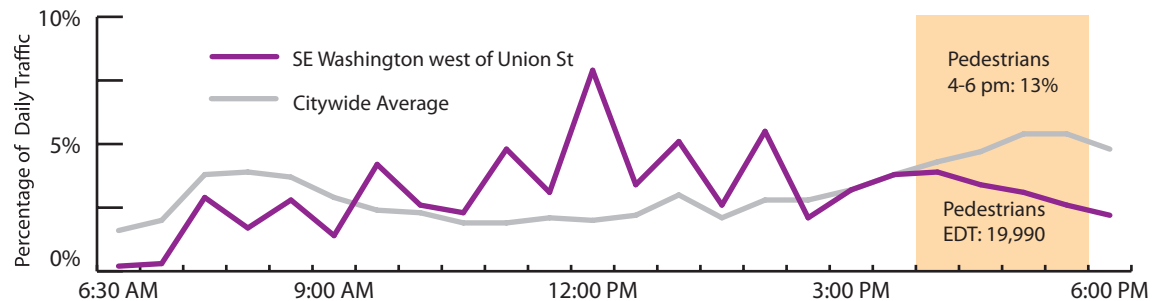
### Nicollet Mall north of S 7th St (2007)

Pedestrian traffic along Nicollet Mall deviates slightly from the 12-hr Citywide estimation model. Traffic drops off quickly after the morning peak, but increases during the noon hour. These patterns are reflective of the high concentration of workers on lunch breaks in downtown Minneapolis.



### SE Washington west of Union St (2009)

Pedestrian traffic at SE Washington and Union St deviates significantly from the 12-hr estimation model. The location has a very high EDT, but pedestrian traffic fluctuates greatly throughout the day. The afternoon peak percentage is also significantly lower than the Citywide model. This location is on the University of Minnesota campus and likely correlates to the class schedule of most students.



# Complete Data for Bicyclists, Pedestrians, and Other Travelers EDT

No.	Location	Organizaiaon <sup>1</sup>	Date Conducted	Hours <sup>2</sup>	Bicyclist EDT	Pedestrian EDT	Other EDT <sup>3</sup>
1	Bridge #9 over Mississippi River	TLC	9/21/10	2	370	480	20
2	Broadway Ave Bridge over Mississippi River	PW	9/16/09	2	210	150	0
3	Camden Bridge over Mississippi River	PW	9/14/10	12	190	50	10
4	Cedar Lake Pkwy east of Kenilworth Trail	PW	9/15/09	2	610	270	20
5	Cedar Lake Pkwy west of Kenilworth Trail	PW	9/15/09	2	340	220	30
6	Cedar Lake Trail east of N Royalston Ave	TLC	9/16/10	2	690	60	0
7	Cedar Lake Trail under I-394	TLC	9/16/10	2	1200	130	40
8	Cedar Lake Trail west of Kenilworth Trail	TLC	9/16/10	2	740	250	20
9	Cedar Lake Trail west of S Ewing Ave	PW	9/17/09	2	1480	190	50
10	E 14th St east of S Chicago Ave	PW	9/17/09	2	240	950	30
11	E 16th St west of S 3rd Ave	PW	9/22/09	2	180	130	0
12	E 1st Ave north of NE Main St	PW	2008 Multiple	12	550	n/a	n/a
13	E 24th St east of Hiawatha LRT Trail	PW	9/15/09	2	410	70	0
14	E 24th St Pedestrian Bridge over Hiawatha Ave	PW	9/15/09	2	110	40	0
15	E 24th St Pedestrian Bridge over I-35W	PW	9/22/10	2	50	240	0
16	E 25th St east of S 31st Ave	PW	9/16/09	2	170	170	10
17	E 26th St west of S Portland Ave	PW	9/16/10	12	200	230	10
18	E 28th St (Midtown Greenway) crossing Hiawatha Ave	TLC	9/28/10	2	680	280	20
19	E 28th St east of S 38th Ave	PW	9/13/10	2	240	280	60
20	E 28th St west of S Park Ave	PW	2010 Multiple	12	170	270	20
21	E 31st St under I-35W	PW	2008 Multiple	2	250	420	0
22	E 32nd St east of S 21st Ave	PW	2009 Multiple	12	300	490	10
23	E 34th St east of S 36th Ave	PW	9/17/09	2	60	170	0
24	E 38th St east of Hiawatha Ave	PW	9/16/09	2	330	680	0
25	E 38th St east of S Chicago Ave	PW	9/14/10	2	70	420	20
26	E 38th St west of S 42nd Ave	PW	9/22/09	2	150	430	0
27	E 40th St east of S 11th Ave	PW	9/16/09	2	70	40	0
28	E 40th St Pedestrian Bridge over I-35W	TLC	9/12/07	2	150	230	0
29	E 42nd St east of Minnehaha Ave	TLC	9/14/10	2	100	170	10
30	E 42nd St east of S 17th Ave	PW	9/30/10	2	90	40	0
31	E 46th St west of Minnehaha Ave	PW	9/9/08	2	240	420	0
32	E 48th St east of S Chicago Ave	PW	9/9/08	2	80	360	0
33	E 60th St east of S 12th Ave	PW	9/28/10	2	50	60	10
34	E Calhoun Pkwy north of W 32nd St	PW	2010 Multiple	12	990	2450	250
35	E Fort Snelling Trail south of E 54th St	PW	9/30/10	2	200	170	0
36	E Franklin Ave Bridge over Mississippi River	TLC	9/14/10	2	1570	790	40
37	E Franklin Ave east of Minnehaha Ave	PW	2007 Multiple	12	490	900	0
38	E Franklin Ave east of S 11th Ave	PW	9/16/09	2	630	1220	0
39	E Franklin Ave east of S 23rd Ave	PW	2009 Multiple	2	280	600	0
40	E Franklin Ave east of S 29th Ave	PW	9/17/09	2	620	600	10
41	E Franklin Ave east of S Park Ave	PW	9/25/08	2	580	1500	0
42	E Franklin Ave east of S Portland Ave	PW	9/9/08	2	600	940	0
43	E Franklin Ave west of Riverside Ave	PW	9/17/09	2	530	1070	10
44	E Franklin Ave west of S 1st Ave	PW	9/9/08	2	640	1230	0
45	E Franklin Ave west of S 23rd Ave	PW	2009 Multiple	2	300	730	0
46	E Franklin Ave west of S 26th Ave	PW	9/15/09	2	500	780	0
47	E Franklin Ave west of S Portland Ave	PW	9/9/08	2	760	1090	0
48	E Hennepin Ave east of NE 4th St	PW	2008 Multiple	2	280	n/a	n/a
49	E Hennepin Ave east of NE University Ave	PW	9/9/08	2	500	920	0
50	E Lake Calhoun Pkwy south of W 36th St	PW	9/17/09	2	2210	3140	360

<sup>1</sup> PW is Minneapolis Department of Public Works, TLC is Transit for Livable Communities, Henn is Hennepin County

<sup>2</sup> Hours is the length of the count and the period used to estimate the EDT.

<sup>3</sup> Locations with an 'Other EDT' of zero may not reflect actual traffic levels due to the limitations of the 2-hr and 12-hr estimation models used.

Green indicates the highest EDT for each mode.



# Complete Data for Bicyclists, Pedestrians, and Other Travelers EDT

No.	Location	Organizataion <sup>1</sup>	Date Conducted	Hours <sup>2</sup>	Bicyclist EDT	Pedestrian EDT	Other EDT <sup>3</sup>
51	E Lake Nokomis Pkwy east of S Cedar Ave	PW	9/16/10	2	220	490	90
52	E Lake of the Isles Pkwy south of W 27th St	PW	9/14/10	2	930	1780	190
53	E Lake St Bridge over Mississippi River	TLC	9/14/10	2	1560	720	30
54	E Lake St east of S 21st Ave	PW	9/15/09	2	520	1360	20
55	E Lake St east of S Chicago Ave	PW	9/9/08	2	400	1700	0
56	E Lake St west of Minnehaha Ave	PW	9/14/10	2	240	4900	20
57	E Lake St west of S 47th Ave	PW	9/10/08	2	420	620	0
58	E River Pkwy north of SE Franklin Ave	PW	9/15/09	2	1740	790	40
59	E River Pkwy south of SE Franklin Ave	PW	9/15/09	2	1340	890	20
60	Ford Pkwy Bridge over Mississippi River	TLC	9/16/10	2	570	370	40
61	Glenwood Ave west of N Royalston Ave	TLC	9/14/10	2	260	310	0
62	Harmon Pl north of S 12th St	PW	9/15/09	2	840	950	0
63	Hennepin Ave Bridge over Mississippi River	PW	2010 Multiple	12	1380	2080	30
64	Hennepin Ave north of S 12th St	PW	2008 Multiple	2	850	n/a	n/a
65	Hennepin Ave north of S 2nd St	PW	2008 Multiple	0	1390	n/a	n/a
66	Hennepin Ave north of S 4th St	PW	8/26/08	2	1440	n/a	n/a
67	Hennepin Ave north of S 6th St	PW	2008 Multiple	2	1190	n/a	n/a
68	Hennepin Ave north of S 7th St	PW	9/11/07	12	1540	7010	0
69	Hennepin Ave north of W 28th St	TLC	9/14/10	2	390	1770	30
70	Hennepin Ave north of W Lake St	PW	2008 Multiple	2	340	2880	0
71	Hiawatha Ave north of E 38th St	PW	9/16/09	2	290	140	10
72	Hiawatha LRT Trail (future) west of S 11th Ave	PW	9/15/09	12	380	80	0
73	Hiawatha LRT Trail east of S 11th Ave	TLC	9/14/10	2	1610	140	10
74	Hiawatha LRT Trail north of E 24th St	PW	9/15/09	2	2180	50	10
75	Hiawatha LRT Trail south of S 16th Ave	PW	9/17/09	2	1820	100	0
76	Irene Whitney Bridge over I-94	PW	9/15/09	2	120	n/a	0
77	Kenilworth Trail north of Cedar Lake Pkwy	PW	9/15/09	2	1800	250	40
78	Kenilworth Trail south of Cedar Lake Pkwy	PW	9/15/09	2	2020	190	100
79	Lake Harriet Pkwy west of Roseway Rd	PW	9/15/09	2	2090	2750	290
80	Loring Bikeway Bridge over S Lyndale Ave	TLC	9/16/10	2	600	40	0
81	Loring Bikeway south of W 15th St	PW	9/15/09	2	1060	320	0
82	Loring Park Bike Path west of Willow St	PW	9/30/10	2	620	290	10
83	Loring Park Entrance north of W 15th St	PW	9/15/09	2	1360	520	0
84	Luce Line Trail west of Wirth Pkwy	PW	9/29/10	2	650	140	30
85	Midtown Greenway at Hennepin Ave	PW	2010 Multiple	24	2970	n/a	n/a
86	Midtown Greenway at S Cedar Ave	PW	2010 Multiple	24	2570	n/a	n/a
87	Midtown Greenway at W River Pkwy	PW	2010 Multiple	24	970	n/a	n/a
88	Midtown Greenway west of S 30th Ave	Henn	2008 Multiple	24	1240	n/a	n/a
89	Midtown Greenway west of S Blaisdell Ave	PW	9/15/09	2	3490	250	90
90	Minnehaha Ave north of E 46th St	PW	9/9/08	12	360	150	0
91	Minnehaha Ave north of E Franklin Ave	PW	2007 Multiple	12	210	560	0
92	Minnehaha Ave south of E Franklin Ave	PW	2007 Multiple	2	300	370	0
93	Minnehaha Pkwy east of S Portland Ave	PW	9/15/09	2	850	280	20
94	Minnehaha Pkwy north of W 50th St	PW	9/16/09	2	1240	570	30
95	N 1st Ave south of N 4th St	PW	9/16/10	2	580	2780	20
96	N 1st St west of Hennepin Ave	PW	2008 Multiple	12	700	n/a	n/a
97	N 25th Ave west of N Irving Ave	PW	10/7/10	2	70	160	10
98	N 26th Ave east of N Penn Ave	TLC	9/14/10	2	60	640	30
99	N 2nd St north of N Plymouth Ave	PW & TLC	9/11/07	12	160	70	0
100	N 2nd St south of N Plymouth Ave	TLC	9/16/10	2	180	150	0

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<sup>2</sup> Hours is the length of the count and the period used to estimate the EDT.

<sup>3</sup> Locations with an "Other EDT" of zero may not reflect actual traffic levels due to the limitations of the 2-hr and 12-hr estimation models used.

Green indicates the highest EDT for each mode.

# Complete Data for Bicyclists, Pedestrians, and Other Travelers EDT

No.	Location	Organizataion <sup>1</sup>	Date Conducted	Hours <sup>2</sup>	Bicyclist EDT	Pedestrian EDT	Other EDT <sup>3</sup>
101	N 7th St over I-94	TLC	9/14/10	2	100	90	0
102	N 7th St south of N Plymouth Ave	PW	9/15/09	2	110	200	0
103	N Emerson Ave north of N Plymouth Ave	PW	9/15/09	2	120	90	0
104	N Emerson Ave north of W Broadway Ave	PW	9/26/07	2	70	500	0
105	N Emerson Ave south of W Broadway Ave	PW	9/26/07	2	60	840	0
106	N Fremont Ave south of N 44th Ave	PW	9/15/09	2	80	100	0
107	N Irving Ave north of N 25th Ave	PW	10/7/10	2	50	330	0
108	N Lyndale Ave south of W Broadway Ave	TLC	9/28/10	2	40	420	20
109	N Penn Ave north of N Plymouth Ave	PW	9/15/09	2	120	400	0
110	N Penn Ave south of W Broadway Ave	PW	9/15/09	2	90	180	0
111	N Plymouth Ave Bridge over Mississippi River	TLC	9/14/10	2	300	530	40
112	N Plymouth Ave east of N 2nd St	PW & TLC	9/11/07	2	180	70	0
113	N Plymouth Ave east of N Emerson Ave	PW	9/15/09	2	150	170	0
114	N Plymouth Ave east of N Penn Ave	PW	9/15/09	2	170	190	0
115	N Plymouth Ave west of N 2nd St	PW & TLC	9/11/07	2	120	50	0
116	N Plymouth Ave west of N Emerson Ave	PW	9/15/09	2	220	490	10
117	N Royalston Ave south of Glenwood Ave	PW	2007 Multiple	2	250	260	0
118	N W River Rd south of W Broadway Ave	PW	9/16/09	2	150	180	20
119	N Xerxes Ave north of N 39th St	PW	9/14/10	2	40	50	30
120	NE 13th Ave west of NE 5th St	PW	9/15/09	2	220	180	20
121	NE 22nd Ave west of NE Johnson St	PW	9/15/09	2	50	120	0
122	NE 37th Ave east of NE Central Ave	PW	6/3/09	12	40	n/a	n/a
123	NE 37th Ave west of NE Central Ave	PW	6/3/09	12	20	n/a	n/a
124	NE 5th St north of NE 13th Ave	PW	9/15/09	2	60	120	0
125	NE 5th St south of NE 13th Ave	PW	9/15/09	2	100	90	0
126	NE 8th Ave east of NE Marshall St	PW	9/15/09	2	170	90	0
127	NE Broadway St west of NE Central Ave	PW	9/22/10	2	60	80	20
128	NE Central Ave north of NE 37th Ave	PW	6/3/09	12	50	n/a	n/a
129	NE Central Ave north of NE Lowry Ave	TLC	9/21/10	2	270	1490	60
130	NE Central Ave north of St Anthony Pkwy	PW	6/2/09	12	90	n/a	n/a
131	NE Central Ave south of NE 37th Ave	PW	6/3/09	12	60	n/a	n/a
132	NE Central Ave south of NE Broadway St	PW	9/22/10	2	100	100	0
133	NE Central Ave south of St Anthony Pkwy	PW	6/2/09	12	80	n/a	n/a
134	NE Cleveland St south of NE 34th Ave Path	PW	9/14/10	2	20	50	0
135	NE Fillmore St south of NE Broadway Ave	TLC	9/14/10	2	300	170	0
136	NE Johnson St north of NE 22nd Ave	PW	9/15/09	2	110	300	0
137	NE Lowry Ave east of NE Central Ave	PW	9/26/07	12	70	290	0
138	NE Lowry Ave west of NE Central Ave	PW	9/26/07	2	70	340	0
139	NE Marshall St north of NE 8th Ave	PW	9/15/09	2	230	130	0
140	NE University Ave Path south of St Anthony Pkwy	PW	9/14/10	2	20	20	0
141	New Brighton Blvd east of Stinson Blvd	PW	9/10/08	12	260	60	0
142	Nicollet Mall north of S 12th St	PW	9/11/07	2	580	9700	0
143	Nicollet Mall north of S 7th St	PW	9/11/07	12	450	17890	0
144	Riverside Ave east of S Cedar Ave	TLC	9/14/10	2	880	2550	20
145	Riverside Ave north of E Franklin Ave	PW	9/17/09	2	330	160	0
146	Riverside Ave over I-94	TLC	9/14/10	2	450	310	40
147	Roseway Rd north of Lake Harriet Pkwy	PW	9/15/09	2	520	530	0
148	S 10th St east of LaSalle Ave	PW	9/16/09	2	370	5450	0
149	S 11th Ave north of E 40th St	PW	9/16/09	2	30	60	0
150	S 11th Ave north of E Franklin Ave	PW	9/16/09	2	310	720	0

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<sup>3</sup> Locations with an 'Other EDT' of zero may not reflect actual traffic levels due to the limitations of the 2-hr and 12-hr estimation models used.

Green indicates the highest EDT for each mode.

# Complete Data for Bicyclists, Pedestrians, and Other Travelers EDT

No.	Location	Organizataion <sup>1</sup>	Date Conducted	Hours <sup>2</sup>	Bicyclist EDT	Pedestrian EDT	Other EDT <sup>3</sup>
151	S 11th Ave south of Hiawatha LRT Trail	PW	9/19/07	2	540	300	0
152	S 12th Ave north of E 60th St	PW	9/28/10	2	40	50	0
153	S 12th St east of Harmon Pl	PW	9/15/09	2	310	450	20
154	S 16th Ave north of Hiawatha LRT Trail	PW	9/17/09	2	210	720	0
155	S 17th Ave south of E 42nd St	PW	9/30/10	2	20	20	0
156	S 19th Ave north of S 4th St	PW	9/14/10	2	560	870	10
157	S 1st Ave south of E Franklin Ave	PW	9/9/08	2	260	400	0
158	S 1st St east of Hennepin Ave	PW	2008 Multiple	2	630	n/a	n/a
159	S 1st St west of S 3rd Ave	PW	2010 Multiple	12	270	630	20
160	S 20th Ave over I-94	TLC	9/14/10	2	900	840	30
161	S 21st Ave north of E 32nd St	PW	2009 Multiple	12	470	750	10
162	S 21st Ave north of E Lake St	PW	9/15/09	2	560	190	10
163	S 23rd Ave south of E Franklin Ave	PW	2009 Multiple	2	40	250	0
164	S 25th Ave over I-94	PW	9/16/09	2	210	500	0
165	S 26th Ave north of E Franklin Ave	PW	9/15/09	2	160	440	0
166	S 26th Ave north of E Lake St	PW	9/14/10	2	460	410	20
167	S 27th Ave north of E Franklin Ave	PW	9/15/09	2	290	170	0
168	S 29th Ave south of E Franklin Ave	PW	9/17/09	2	250	350	0
169	S 2nd Ave north of S 7th St	PW	2010 Multiple	12	350	6900	20
170	S 2nd St west of S Portland Ave	PW	9/17/09	2	460	460	0
171	S 31st Ave north of E 25th St	PW	9/16/09	2	180	60	10
172	S 36th Ave north of E 34th St	PW	9/17/09	2	100	30	0
173	S 38th Ave south of E 28th St	PW	9/13/10	2	90	100	0
174	S 3rd Ave Bridge over Mississippi River	PW	2010 Multiple	12	550	630	50
175	S 3rd Ave south of E 16th St	PW	9/22/09	2	470	890	20
176	S 3rd Ave south of S 4th St	PW	2008 Multiple	2	360	3240	0
177	S 42nd Ave north of E 38th St	PW	9/22/09	2	30	380	10
178	S 47th Ave south of E Lake St	PW	9/10/08	2	90	110	0
179	S 4th Ave north of S 6th St	PW	9/16/09	2	130	1850	20
180	S 4th St east of S 19th Ave	PW	9/14/10	2	820	2640	20
181	S 4th St east of S 3rd Ave	PW	9/15/09	2	560	2290	10
182	S 5th Ave north of S Washington Ave	PW	9/10/08	2	260	940	0
183	S 5th St west of S 2nd Ave	PW	9/15/09	2	210	3300	30
184	S 6th St east of Nicollet Mall	PW	9/15/09	2	210	8860	0
185	S 9th St east of S 25th Ave	PW	9/16/09	2	20	190	0
186	S Aldrich Ave south of W 24th St	PW	8/25/10	2	220	200	10
187	S Bloomington Ave over Hwy 62	TLC	9/14/10	2	320	30	0
188	S Bryant Ave north of W 33rd St	PW	5/6/06	2	270	n/a	n/a
189	S Bryant Ave north of W 40th St	PW	9/16/09	2	210	200	20
190	S Bryant Ave north of W Lake St	PW	9/15/09	2	1190	490	20
191	S Bryant Ave south of W 24th St	PW	8/25/10	2	800	200	0
192	S Bryant Ave south of W 33rd St	PW	9/22/09	2	490	90	0
193	S Cedar Ave north of E Lake Nokomis Pkwy	PW	9/16/10	2	30	40	0
194	S Cedar Ave south of Riverside Ave	TLC	9/14/10	2	390	1840	30
195	S Chicago Ave north of E 48th St	PW	9/9/08	2	120	640	0
196	S Chicago Ave north of E Lake St	PW	9/9/08	2	190	1430	0
197	S Chicago Ave south of E 14th St	PW	9/17/09	2	160	400	20
198	S Chicago Ave south of E 38th St	PW	9/14/10	2	70	220	20
199	S Chowen Ave north of W 52nd St	PW	9/16/10	2	30	70	10
200	S Edmund Blvd south of E 37th St	PW	9/14/10	2	70	280	20

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<sup>3</sup> Locations with an "Other EDT" of zero may not reflect actual traffic levels due to the limitations of the 2-hr and 12-hr estimation models used.

Green indicates the highest EDT for each mode.

# Complete Data for Bicyclists, Pedestrians, and Other Travelers EDT

No.	Location	Organizataion <sup>1</sup>	Date Conducted	Hours <sup>2</sup>	Bicyclist EDT	Pedestrian EDT	Other EDT <sup>3</sup>
201	S Irving Ave south of W 33rd St	PW	9/21/10	2	60	130	20
202	S LaSalle Ave south of S 10th St	PW	9/16/09	2	720	2420	10
203	S Lyndale Ave north of Loring Bikeway Bridge <sup>4</sup>	n/a	n/a	n/a	0	0	0
204	S Lyndale Ave north of W Franklin Ave	TLC	9/14/10	2	610	1100	40
205	S Lyndale Ave north of W Lake St	PW	9/15/09	2	290	1920	0
206	S Lyndale Ave south of W 24th St	PW	8/25/10	2	460	1180	0
207	S Lyndale Ave south of W 34th St	PW	5/9/06	12	140	n/a	0
208	S Marquette Ave north of S 7th St	PW	9/30/10	2	300	8080	40
209	S Park Ave north of E Franklin Ave	PW	9/25/08	2	620	970	0
210	S Park Ave south of E 28th St	PW	2010 Multiple	12	380	440	20
211	S Penn Ave over Hwy 62	PW	9/15/09	2	260	120	10
212	S Penn Ave south of W 54th St	PW	9/17/09	2	100	850	20
213	S Pleasant Ave north of W 40th St	PW	9/15/09	2	90	150	0
214	S Portland Ave north of E 28th St	TLC	9/29/10	2	400	250	0
215	S Portland Ave north of E Franklin Ave	PW	9/9/08	2	650	370	0
216	S Portland Ave north of S 2nd St	PW	9/17/09	2	530	1100	0
217	S Portland Ave over Hwy 62	TLC	10/14/10	2	50	100	20
218	S Portland Ave over Minnehaha Creek	PW	9/15/09	2	80	20	0
219	S Portland Ave south of E 26th St	PW	9/16/10	12	280	170	10
220	S Portland Ave south of E Franklin Ave	PW	9/9/08	2	630	980	0
221	S Upton Ave south of W 43rd St	PW	9/10/08	2	190	1150	0
222	S Washburn Ave north of W 39th St	PW	9/14/10	2	10	50	0
223	S Washington Ave east of S 5th Ave	PW	9/10/08	2	340	1210	0
224	S Washington Ave over I-35W	TLC	9/14/10	2	590	790	60
225	S Xerxes Ave over Hwy 62	PW	9/14/10	2	180	90	0
226	Sabo Bridge (Midtown Greenway) over Hiawatha Ave	TLC	9/28/10	2	2240	40	30
227	SE 10th Ave Bridge over Mississippi River	TLC	9/16/10	2	1050	900	40
228	SE 10th Ave north of SE 5th St	PW	9/22/09	2	600	520	10
229	SE 14th Ave north of SE 4th St	PW	9/15/09	2	720	4360	60
230	SE 14th Ave south of SE 4th St	PW	9/15/09	2	790	4160	40
231	SE 15th Ave north of SE 5th St	PW	2008 Multiple	2	3570	3830	0
232	SE 15th Ave north of SE University Ave	TLC	9/16/10	2	2930	7500	50
233	SE 15th Ave south of SE Como Ave	PW	9/10/08	2	1270	940	0
234	SE 17th Ave south of SE 5th St	PW	9/17/09	2	600	1250	20
235	SE 4th St east of SE 14th Ave	PW	9/15/09	2	1050	2040	30
236	SE 4th St over I-35W	TLC	9/29/10	2	740	630	40
237	SE 5th St west of SE 10th Ave	PW	9/22/09	2	1010	1040	30
238	SE 5th St west of SE 15th Ave	PW	9/10/08	2	1190	1370	0
239	SE 5th St west of SE 17th Ave	PW	9/17/09	2	1270	1000	30
240	SE 5th St west of SE 6th Ave	PW	9/14/10	2	600	270	20
241	SE 6th Ave north of SE 5th St	PW	9/14/10	2	260	230	20
242	SE Approach Path to S Cedar Ave Bridge over Lake Nokomis	PW	9/16/10	2	10	660	30
243	SE Como Ave east of SE 15th Ave	PW	9/10/08	2	1140	1190	0
244	SE Emerald St north of SE Franklin Ave	PW	9/17/09	2	30	250	0
245	SE Emerald St south of SE University Ave	PW	9/15/09	2	50	470	0
246	SE Franklin Ave east of E River Pkwy	PW	9/15/09	2	400	240	0
247	SE Franklin Ave west of SE Emerald St	PW	9/17/09	2	230	230	0
248	SE Harvard St south of SE Beacon St	PW	2010 Multiple	12	970	5530	50
249	SE Oak St north of SE Washington Ave	PW	9/15/09	2	580	3040	20
250	SE Oak St south of SE Washington Ave	PW	9/15/09	2	1110	10650	40

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<sup>3</sup> Locations with an 'Other EDT' of zero may not reflect actual traffic levels due to the limitations of the 2-hr and 12-hr estimation models used.

<sup>4</sup> In 2010, a count was not conducted at this location. A estimate was calculated based on past year's data. Bicycle traffic is assumed to total 95% of the traffic at the nearby locations of S Lyndale Ave north of Loring Bikeway Bridge and S Lyndale north of Franklin. Pedestrian and Other estimates used a figure of 50%.

Green indicates the highest EDT for each mode.



# Complete Data for Bicyclists, Pedestrians, and Other Travelers EDT

No.	Location	Organizaation <sup>1</sup>	Date Conducted	Hours <sup>2</sup>	Bicyclist EDT	Pedestrian EDT	Other EDT <sup>3</sup>
251	SE University Ave east of E Hennepin Ave	PW	9/9/08	2	390	1060	0
252	SE University Ave west of SE 10th Ave	PW	9/15/09	2	1000	1970	60
253	SE University Ave west of SE Emerald St	PW	9/15/09	2	300	580	0
254	SE Washington Ave Bridge over Mississippi River	PW	2009 Multiple	12	6850	14220	180
255	SE Washington Ave east of SE Oak St	PW	9/15/09	2	430	3820	40
256	SE Washington Ave west of SE Oak St	PW	9/15/09	2	1160	9720	90
257	SE Washington Ave west of SE Union St	PW	2009 Multiple	12	3450	19990	n/a
258	St Anthony Pkwy over NE University Ave	PW	9/14/10	2	170	60	0
259	St Anthony Pkwy east of NE Central Ave	PW	6/2/09	12	60	n/a	n/a
260	St Anthony Pkwy west of NE Central Ave	PW	6/2/09	12	70	n/a	n/a
261	Stinson Blvd south of New Brighton Blvd	PW	9/10/08	2	410	70	0
262	Stone Arch Bridge over Mississippi River	PW	9/14/10	12	1250	2330	130
263	U of M Transitway east of SE 25th Ave	TLC	9/14/10	2	830	120	10
264	Victory Memorial Pkwy north of N 39th St	PW	9/14/10	2	250	480	80
265	W 15th St east of Hennepin Ave	PW	9/15/09	2	250	270	0
266	W 24th St east of S Bryant Ave	PW	8/25/10	2	390	520	10
267	W 24th St east of S Lyndale Ave	PW	8/25/10	2	490	910	0
268	W 33rd St east of S Bryant Ave	PW	9/22/09	2	100	240	0
269	W 33rd St east of S Irving Ave	PW	9/21/10	2	40	280	10
270	W 33rd St west of S Irving Ave	PW	9/21/10	2	50	270	20
271	W 39th St east of S Washburn Ave	PW	9/14/10	2	30	70	0
272	W 40th St east of S Pleasant Ave	PW	9/15/09	2	270	70	10
273	W 40th St west of S Bryant Ave	PW	9/16/09	2	120	170	0
274	W 43rd St west of S Upton Ave	PW	9/10/08	2	110	850	0
275	W 50th St east of Minnehaha Pkwy	PW	9/16/09	2	60	130	10
276	W 52nd St east of S Chowen Ave	PW	9/16/10	2	20	50	0
277	W 54th St west of S Penn Ave	PW	9/17/09	2	70	40	10
278	W 62nd St Path east of S Xerxes Ave	PW	9/14/10	2	40	30	0
279	W Broadway Ave east of N Emerson Ave	PW	9/26/07	12	80	1170	0
280	W Broadway Ave east of N Penn Ave	PW	9/15/09	2	130	540	0
281	W Broadway Ave west of N Emerson Ave	PW	9/26/07	12	100	1790	0
282	W Fort Snelling Trail south of E 54th St	PW	9/30/10	2	600	180	20
283	W Franklin Ave west of S Nicollet Ave	TLC	9/14/10	2	390	900	20
284	W Lake Harriet Pkwy east of S Sheridan Ave	PW	9/22/09	2	1280	2710	120
285	W Lake St east of Hennepin Ave	PW	2008 Multiple	2	170	1930	0
286	W Lake St east of S Bryant Ave	PW	9/15/09	2	500	1370	30
287	W Lake St east of S Lyndale Ave	PW	9/15/09	2	270	1300	20
288	W River Pkwy north of E Lake St	PW	9/22/10	2	730	390	0
289	W River Pkwy south of E 37th St	PW	9/14/10	2	1100	850	50
290	Webber Pkwy south of N 44th Ave	PW	9/15/09	2	240	280	0
291	Willow St south of Yale Pl	PW	9/30/10	2	400	1090	0
292	Wirth Pkwy south of Luce Line Trail	PW	9/29/10	2	680	50	0
293	Yale Pl east of Willow St	PW	9/30/10	2	570	800	0

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Green indicates the highest EDT for each mode.

## Complete Data for Mode Shares at Select Locations

No.	Location	% Bicyclists	% Pedestrians	% Other	% MV Occupants	% Transit Load	Total Travelers
2	Broadway Ave Bridge over Mississippi River	0.6%	0.5%	0.0%	98.3%	0.6%	32,640
16	E 25th St east of S 31st Ave	4.5%	4.5%	0.3%	76.7%	13.9%	3,740
17	E 26th St west of S Portland Ave	1.1%	1.3%	0.1%	96.9%	0.7%	18,180
24	E 38th St east of Hiawatha Ave	3.4%	6.9%	0.0%	86.4%	3.4%	9,820
25	E 38th St east of S Chicago Ave	0.5%	3.2%	0.2%	90.7%	5.4%	13,250
26	E 38th St west of S 42nd Ave	2.1%	6.1%	0.0%	88.4%	3.3%	7,010
29	E 42nd St east of Minnehaha Ave	3.8%	4.6%	0.2%	83.9%	7.5%	4,160
31	E 46th St west of Minnehaha Ave	1.2%	2.2%	0.0%	87.3%	9.3%	19,430
33	E 60th St east of S 12th Ave	1.0%	1.1%	0.2%	94.1%	3.6%	5,230
36	E Franklin Ave Bridge over Mississippi River	15.9%	6.0%	0.3%	77.1%	0.7%	13,720
37	E Franklin Ave east of Minnehaha Ave	2.4%	4.4%	0.0%	81.7%	11.5%	20,460
38	E Franklin Ave east of S 11th Ave	2.7%	5.3%	0.0%	75.4%	16.6%	23,030
39	E Franklin Ave east of S 23rd Ave	1.5%	3.2%	0.0%	88.0%	7.3%	18,990
40	E Franklin Ave east of S 29th Ave	4.8%	4.7%	0.1%	89.6%	0.9%	12,880
42	E Franklin Ave east of S Portland Ave	2.8%	4.4%	0.0%	82.1%	10.7%	21,340
43	E Franklin Ave west of Riverside Ave	3.2%	6.4%	0.1%	89.6%	0.7%	16,590
45	E Franklin Ave west of S 23rd Ave	1.6%	3.8%	0.0%	87.4%	7.2%	19,120
46	E Franklin Ave west of S 26th Ave	2.6%	4.0%	0.0%	86.2%	7.2%	19,390
53	E Lake St Bridge over Mississippi River	8.0%	2.7%	0.1%	81.9%	7.3%	27,020
54	E Lake St east of S 21st Ave	2.0%	5.2%	0.1%	75.4%	17.4%	26,350
55	E Lake St east of S Chicago Ave	1.5%	6.2%	0.0%	72.2%	20.1%	27,350
56	E Lake St west of Minnehaha Ave	0.9%	18.1%	0.1%	66.6%	14.3%	27,080
57	E Lake St west of S 47th Ave	1.7%	2.5%	0.0%	88.1%	7.8%	25,120
60	Ford Pkwy Bridge over Mississippi River	5.2%	1.9%	0.2%	85.7%	7.0%	20,930
61	Glenwood Ave west of N Royalston Ave	6.9%	6.3%	0.0%	59.8%	27.0%	5,070
63	Hennepin Ave Bridge over Mississippi River	3.4%	5.1%	0.1%	77.6%	13.8%	40,700
68	Hennepin Ave north of S 7th St	3.8%	17.5%	0.0%	61.6%	17.0%	40,020
70	Hennepin Ave north of W Lake St	1.0%	8.2%	0.0%	78.9%	12.0%	35,250
71	Hiawatha Ave north of E 38th St	0.6%	0.3%	0.0%	63.4%	35.8%	52,090
89	Midtown Greenway west of S Blaisdell Ave	91.1%	6.5%	2.3%	0.0%	0.0%	3,830
92	Minnehaha Ave south of E Franklin Ave	2.7%	3.3%	0.0%	87.8%	6.2%	11,110
100	N 2nd St south of N Plymouth Ave	2.5%	2.0%	0.0%	89.7%	5.7%	7,480
101	N 7th St over I-94	0.7%	0.5%	0.0%	66.9%	31.9%	19,230
102	N 7th St south of N Plymouth Ave	0.7%	1.2%	0.0%	71.4%	26.7%	16,410
103	N Emerson Ave north of N Plymouth Ave	1.5%	1.1%	0.0%	73.5%	23.9%	8,240
106	N Fremont Ave south of N 44th Ave	0.9%	1.2%	0.0%	62.8%	35.1%	8,690
108	N Lyndale Ave south of W Broadway Ave	0.6%	4.1%	0.2%	74.7%	20.4%	11,480
109	N Penn Ave north of N Plymouth Ave	0.7%	2.4%	0.0%	80.8%	16.0%	16,650
110	N Penn Ave south of W Broadway Ave	0.6%	1.2%	0.0%	82.0%	16.2%	14,910
112	N Plymouth Ave east of N 2nd St	1.6%	0.6%	0.0%	94.0%	3.8%	11,430
113	N Plymouth Ave east of N Emerson Ave	1.6%	1.8%	0.0%	92.6%	4.0%	9,460
114	N Plymouth Ave east of N Penn Ave	1.2%	1.3%	0.0%	95.8%	1.8%	14,740
117	N Royalston Ave south of Glenwood Ave	2.2%	2.3%	0.0%	83.6%	11.8%	11,310
130	NE Central Ave north of NE Lowry Ave	2.4%	7.2%	0.3%	75.9%	14.2%	22,950
133	NE Central Ave south of NE Broadway St	0.5%	0.5%	0.0%	77.2%	21.8%	19,050
142	New Brighton Blvd east of Stinson Blvd	1.5%	0.4%	0.0%	90.6%	7.5%	16,790
143	Nicollet Mall north of S 12th St	2.9%	48.0%	0.0%	0.0%	49.1%	20,210
144	Nicollet Mall north of S 7th St	1.6%	64.9%	0.0%	0.0%	33.5%	27,560
145	Riverside Ave east of S Cedar Ave	5.3%	15.4%	0.1%	66.1%	13.1%	16,600
151	S 11th Ave north of E Franklin Ave	3.3%	7.7%	0.0%	70.2%	18.8%	9,400

Mode shares are shown for locations where data for all transportation modes was available. Data at one location along the Midtown Greenway and one location along the U of M Transitway are provided for comparison.

Green indicates the highest share for each mode.

## Complete Data for Mode Shares at Select Locations

No.	Location	% Bicyclists	% Pedestrians	% Other	% MV Occupants	% Transit Load	Total Travelers
153	S 12th Ave north of E 60th St	2.7%	3.4%	0.0%	80.3%	13.6%	1,470
157	S 19th Ave north of S 4th St	2.9%	4.6%	0.1%	86.3%	6.1%	19,070
160	S 1st St west of S 3rd Ave	1.3%	3.1%	0.1%	51.8%	43.7%	20,620
165	S 25th Ave over I-94	1.5%	3.5%	0.0%	89.7%	5.3%	14,160
166	S 26th Ave north of E Franklin Ave	1.1%	3.1%	0.0%	90.3%	5.4%	14,060
170	S 2nd Ave north of S 7th St	1.6%	30.9%	0.1%	42.8%	24.6%	22,300
173	S 36th Ave north of E 34th St	2.5%	0.8%	0.0%	86.8%	10.0%	4,000
175	S 3rd Ave Bridge over Mississippi River	1.6%	1.9%	0.1%	68.2%	28.2%	33,810
176	S 3rd Ave south of E 16th St	3.9%	7.3%	0.2%	80.6%	8.0%	12,180
177	S 3rd Ave south of S 4th St	1.8%	16.1%	0.0%	66.8%	15.3%	20,150
178	S 42nd Ave north of E 38th St	0.6%	7.2%	0.2%	87.0%	5.1%	5,300
180	S 4th Ave north of S 6th St	1.0%	14.0%	0.2%	80.4%	4.5%	13,240
182	S 4th St east of S 3rd Ave	2.5%	10.3%	0.0%	47.1%	40.0%	22,190
184	S 5th St west of S 2nd Ave	1.1%	17.1%	0.2%	12.0%	69.7%	19,350
185	S 6th St east of Nicollet Mall	0.8%	35.4%	0.0%	51.9%	11.8%	25,000
188	S Bloomington Ave over Hwy 62	4.2%	0.3%	0.0%	93.4%	2.1%	8,590
190	S Bryant Ave north of W 40th St	3.8%	3.6%	0.4%	69.0%	23.2%	5,480
193	S Bryant Ave south of W 33rd St	7.9%	1.5%	0.0%	63.4%	27.2%	6,170
195	S Cedar Ave south of Riverside Ave	1.6%	7.8%	0.1%	86.1%	4.4%	23,690
196	S Chicago Ave north of E 48th St	1.0%	5.5%	0.0%	82.2%	11.3%	11,670
197	S Chicago Ave north of E Lake St	1.2%	9.2%	0.0%	62.0%	27.5%	15,470
199	S Chicago Ave south of E 38th St	0.6%	1.9%	0.2%	76.5%	20.8%	11,560
204	S Lyndale Ave north of Loring Bikeway Bridge	3.5%	1.3%	0.0%	96.8%	3.2%	44,000
205	S Lyndale Ave north of W Franklin Ave	2.1%	2.4%	0.1%	88.4%	7.0%	45,870
206	S Lyndale Ave north of W Lake St	0.9%	6.0%	0.0%	86.0%	7.1%	32,120
207	S Lyndale Ave south of W 24th St	1.8%	4.7%	0.0%	82.0%	11.4%	24,930
209	S Marquette Ave north of S 7th St	1.0%	27.7%	0.1%	52.1%	19.0%	29,180
210	S Park Ave north of E Franklin Ave	3.7%	5.7%	0.0%	87.1%	3.5%	16,870
212	S Penn Ave over Hwy 62	1.0%	0.5%	0.0%	97.5%	0.9%	25,320
213	S Penn Ave south of W 54th St	1.0%	8.6%	0.2%	87.4%	2.7%	9,870
215	S Portland Ave north of E 28th St	2.8%	2.2%	0.0%	94.2%	0.8%	14,840
216	S Portland Ave north of E Franklin Ave	3.6%	2.0%	0.0%	91.6%	2.8%	18,120
218	S Portland Ave over Hwy 62	0.3%	0.5%	0.1%	91.9%	7.2%	25,900
222	S Upton Ave south of W 43rd St	1.2%	7.5%	0.0%	84.0%	7.3%	15,420
224	S Washington Ave east of S 5th Ave	1.1%	3.9%	0.0%	85.4%	9.7%	31,340
225	S Washington Ave over I-35W	3.9%	3.6%	0.3%	84.8%	7.4%	21,970
226	S Xerxes Ave over Hwy 62	0.8%	0.4%	0.0%	94.6%	4.2%	21,670
228	SE 10th Ave Bridge over Mississippi River	7.6%	5.4%	0.2%	72.1%	14.7%	17,117
229	SE 10th Ave north of SE 5th St	4.3%	3.7%	0.1%	81.8%	10.2%	13,990
232	SE 15th Ave north of SE 5th St	12.3%	13.2%	0.0%	54.4%	20.2%	29,120
233	SE 15th Ave north of SE University Ave	10.1%	25.0%	0.2%	52.9%	11.9%	29,950
234	SE 15th Ave south of SE Como Ave	6.3%	4.6%	0.0%	64.4%	24.7%	20,240
236	SE 4th St east of SE 14th Ave	4.6%	8.9%	0.1%	79.8%	6.6%	22,850
237	SE 4th St over I-35W	2.7%	2.3%	0.1%	92.7%	2.2%	27,800
244	SE Como Ave east of SE 15th Ave	5.7%	6.0%	0.0%	63.1%	25.2%	19,840
247	SE Franklin Ave east of E River Pkwy	4.8%	2.9%	0.0%	91.2%	1.1%	8,290
250	SE Oak St north of SE Washington Ave	2.2%	11.6%	0.1%	37.2%	48.9%	26,250
253	SE University Ave west of SE 10th Ave	3.7%	7.3%	0.2%	85.6%	3.2%	27,090
254	SE University Ave west of SE Emerald St	0.8%	1.5%	0.0%	83.4%	14.3%	38,520
255	SE Washington Ave Bridge over Mississippi River	9.6%	19.9%	0.3%	37.6%	32.7%	71,400

Mode shares are shown for locations where data for all transportation modes was available. Data at one location along the Midtown Greenway and one location along the U of M Transitway are provided for comparison.

Green indicates the highest share for each mode.

## Complete Data for Mode Shares at Select Locations

No.	Location	% Bicyclists	% Pedestrians	% Other	% MV Occupants	% Transit Load	Total Travelers
256	SE Washington Ave east of SE Oak St	1.4%	12.2%	0.1%	57.3%	29.0%	31,240
257	SE Washington Ave west of SE Oak St	2.3%	19.3%	0.2%	35.5%	42.8%	50,450
258	SE Washington Ave west of SE Union St	5.0%	28.9%	0.2%	34.2%	31.6%	69,070
262	Stinson Blvd south of New Brighton Blvd	2.6%	0.4%	0.0%	88.0%	9.0%	16,040
264	U of M Transitway east of SE 25th Ave	5.7%	0.8%	0.1%	0.0%	93.4%	14,630
266	W 15th St east of Hennepin Ave	1.8%	2.0%	0.0%	87.5%	8.7%	13,830
267	W 24th St east of S Bryant Ave	5.2%	6.9%	0.1%	57.7%	30.1%	7,540
268	W 24th St east of S Lyndale Ave	6.1%	11.4%	0.0%	54.3%	28.2%	8,010
272	W 39th St east of S Washburn Ave	0.6%	1.4%	0.0%	78.9%	19.1%	5,020
276	W 50th St east of Minnehaha Pkwy	0.4%	0.8%	0.1%	92.7%	6.0%	15,730
281	W Broadway Ave east of N Penn Ave	0.7%	2.8%	0.0%	86.6%	9.9%	19,030
284	W Franklin Ave west of S Nicollet Ave	2.8%	4.8%	0.1%	88.1%	4.2%	19,340
287	W Lake St east of S Bryant Ave	2.0%	5.4%	0.1%	83.6%	8.8%	25,140
288	W Lake St east of S Lyndale Ave	1.1%	5.1%	0.1%	83.2%	10.5%	25,260

Mode shares are shown for locations where data for all transportation modes was available. Data at one location along the Midtown Greenway and one location along the U of M Transitway are provided for comparison.

Green indicates the highest share for each mode.



## Complete Data for Percentage of Sidewalk/Path Riding (2010)

No.	Location	Facility Type	Motor Vehicle Level <sup>1</sup>	% Sidewalk/Path Riding
3	Camden Bridge over Mississippi River	Off-Street Bicycle Path	Moderate	88%
15	E 24th St Pedestrian Bridge over I-35W	Off-Street Bicycle Path	None	100%
17	E 26th St west of S Portland Ave	None	Moderate	63%
19	E 28th St east of S 38th Ave	None	Low	0%
20	E 28th St west of S Park Ave	None	Moderate	46%
25	E 38th St east of S Chicago Ave	None	Moderate	31%
29	E 42nd St east of Minnehaha Ave	None	Low	29%
30	E 42nd St east of S 17th Ave	None	Moderate	6%
33	E 60th St east of S 12th Ave	None	Low	11%
34	E Calhoun Pkwy north of W 32nd St	Off-Street Bicycle Path	Moderate	100%
36	E Franklin Ave Bridge over Mississippi River	Multiple	Moderate	26%
51	E Lake Nokomis Pkwy east of S Cedar Ave	Off-Street Bicycle Path	Moderate	98%
52	E Lake of the Isles Pkwy south of W 27th St	Off-Street Bicycle Path	Low	86%
53	E Lake St Bridge over Mississippi River	Off-Street Bicycle Path	High	24%
56	E Lake St west of Minnehaha Ave	None	Moderate	60%
60	Ford Pkwy Bridge over Mississippi River	Off-Street Bicycle Path	Moderate	47%
61	Glenwood Ave west of N Royalston Ave	On-Street Bicycle Lane	Low	22%
63	Hennepin Ave Bridge over Mississippi River	Off-Street Bicycle Path	High	53%
69	Hennepin Ave north of W 28th St	None	High	20%
95	N 1st Ave south of N 4th St	Cycle Track	Moderate	2%
97	N 25th Ave west of N Irving Ave	None	Low	0%
98	N 26th Ave east of N Penn Ave	On-Street Bicycle Lane	Low	20%
100	N 2nd St south of N Plymouth Ave	On-Street Bicycle Lane	Moderate	5%
101	N 7th St over I-94	On-Street Bicycle Lane	Moderate	15%
107	N Irving Ave north of N 25th Ave	None	Low	33%
108	N Lyndale Ave south of W Broadway Ave	None	Moderate	36%
111	N Plymouth Ave Bridge over Mississippi River	Off-Street Bicycle Path	Moderate	29%
119	N Xerxes Ave north of N 39th St	None	Low	0%
128	NE Broadway St west of NE Central Ave	None	Moderate	17%
130	NE Central Ave north of NE Lowry Ave	None	Moderate	39%
133	NE Central Ave south of NE Broadway St	None	Moderate	16%
135	NE Cleveland St south of NE 34th Ave Path	None	Low	0%
136	NE Fillmore St south of NE Broadway Ave	None	Low	8%
141	NE University Ave Path south of St Anthony Pkwy	Off-Street Bicycle Path	None	100%
145	Riverside Ave east of S Cedar Ave	On-Street Bicycle Lane	Moderate	42%
147	Riverside Ave over I-94	On-Street Bicycle Lane	Moderate	3%
153	S 12th Ave north of E 60th St	None	Low	0%
156	S 17th Ave south of E 42nd St	None	Low	0%
157	S 19th Ave north of S 4th St	None	Moderate	21%
160	S 1st St west of S 3rd Ave	None	Moderate	19%
161	S 20th Ave over I-94	On-Street Bicycle Lane	Low	4%
167	S 26th Ave north of E Lake St	On-Street Bicycle Lane	Moderate	26%
170	S 2nd Ave north of S 7th St	None	Moderate	9%
174	S 38th Ave south of E 28th St	None	Low	0%
175	S 3rd Ave Bridge over Mississippi River	Off-Street Bicycle Path	High	47%
181	S 4th St east of S 19th Ave	None	Low	16%
187	S Aldrich Ave south of W 24th St	None	Low	2%
188	S Bloomington Ave over Hwy 62	None	Moderate	6%
192	S Bryant Ave south of W 24th St	None	Low	1%
194	S Cedar Ave north of E Lake Nokomis Pkwy	None	High	83%

<sup>1</sup>Low = Motor Vehicle ADT of 0-4,999; Moderate = Motor Vehicle ADT of 5,000-14,999; High = Motor Vehicle ADT of 15,000+

## Complete Data for Percentage of Sidewalk/Path Riding (2010)

No.	Location	Facility Type	Motor Vehicle Level <sup>1</sup>	% Sidewalk/Path Riding
195	S Cedar Ave south of Riverside Ave	None	High	32%
199	S Chicago Ave south of E 38th St	None	Moderate	85%
200	S Chowen Ave north of W 52nd St	None	Low	0%
201	S Edmund Blvd south of E 37th St	None	Low	7%
202	S Irving Ave south of W 33rd St	None	Low	0%
204	S Lyndale Ave north of Loring Bikeway Bridge	Off-Street Bicycle Path	High	99%
205	S Lyndale Ave north of W Franklin Ave	None	High	34%
207	S Lyndale Ave south of W 24th St	None	High	45%
209	S Marquette Ave north of S 7th St	None	Moderate	15%
211	S Park Ave south of E 28th St	On-Street Bicycle Lane	Moderate	21%
215	S Portland Ave north of E 28th St	On-Street Bicycle Lane	Moderate	5%
218	S Portland Ave over Hwy 62	None	High	25%
220	S Portland Ave south of E 26th St	On-Street Bicycle Lane	Moderate	22%
223	S Washburn Ave north of W 39th St	None	Low	0%
225	S Washington Ave over I-35W	Off-Street Bicycle Path	Moderate	30%
226	S Xerxes Ave over Hwy 62	None	High	60%
228	SE 10th Ave Bridge over Mississippi River	Off-Street Bicycle Path	Moderate	18%
233	SE 15th Ave north of SE University Ave	On-Street Bicycle Lane	Moderate	3%
237	SE 4th St over I-35W	None	High	1%
241	SE 5th St west of SE 6th Ave	On-Street Bicycle Lane	Low	70%
242	SE 6th Ave north of SE 5th St	None	Low	2%
249	SE Harvard St south of SE Beacon St	On-Street Bicycle Lane	Low	26%
259	St Anthony Pkwy over NE University Ave	Off-Street Bicycle Path	Moderate	100%
264	U of M Transitway east of SE 25th Ave	Off-Street Bicycle Path	Low	0%
265	Victory Memorial Pkwy north of N 39th St	Off-Street Bicycle Path	Moderate	94%
267	W 24th St east of S Bryant Ave	None	Low	12%
268	W 24th St east of S Lyndale Ave	None	Low	20%
270	W 33rd St east of S Irving Ave	None	Low	0%
271	W 33rd St west of S Irving Ave	None	Low	0%
272	W 39th St east of S Washburn Ave	None	Low	60%
277	W 52nd St east of S Chowen Ave	None	Low	0%
284	W Franklin Ave west of S Nicollet Ave	None	Moderate	23%
289	W River Pkwy north of E Lake St	Off-Street Bicycle Path	Low	74%
290	W River Pkwy south of E 37th St	Off-Street Bicycle Path	Low	95%
292	Willow St south of Yale Pl	None	Moderate	4%
293	Wirth Pkwy south of Luce Line Trail	Off-Street Bicycle Path	Low	99%
294	Yale Pl east of Willow St	None	Low	4%

<sup>1</sup>Low = Motor Vehicle ADT of 0-4,999; Moderate = Motor Vehicle ADT of 5,000-14,999; High = Motor Vehicle ADT of 15,000+

# Map of Minneapolis Bicycle Facilities (2010)

